

STATE ROUTE



District 6

# Transportation Concept Report

Office of System Planning

November 2006

**DRAFT**



*Caltrans*

**Approval Recommended:**

\_\_\_\_\_  
**D. Alan McCuen**

Deputy District Director  
Planning Division

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**Date**

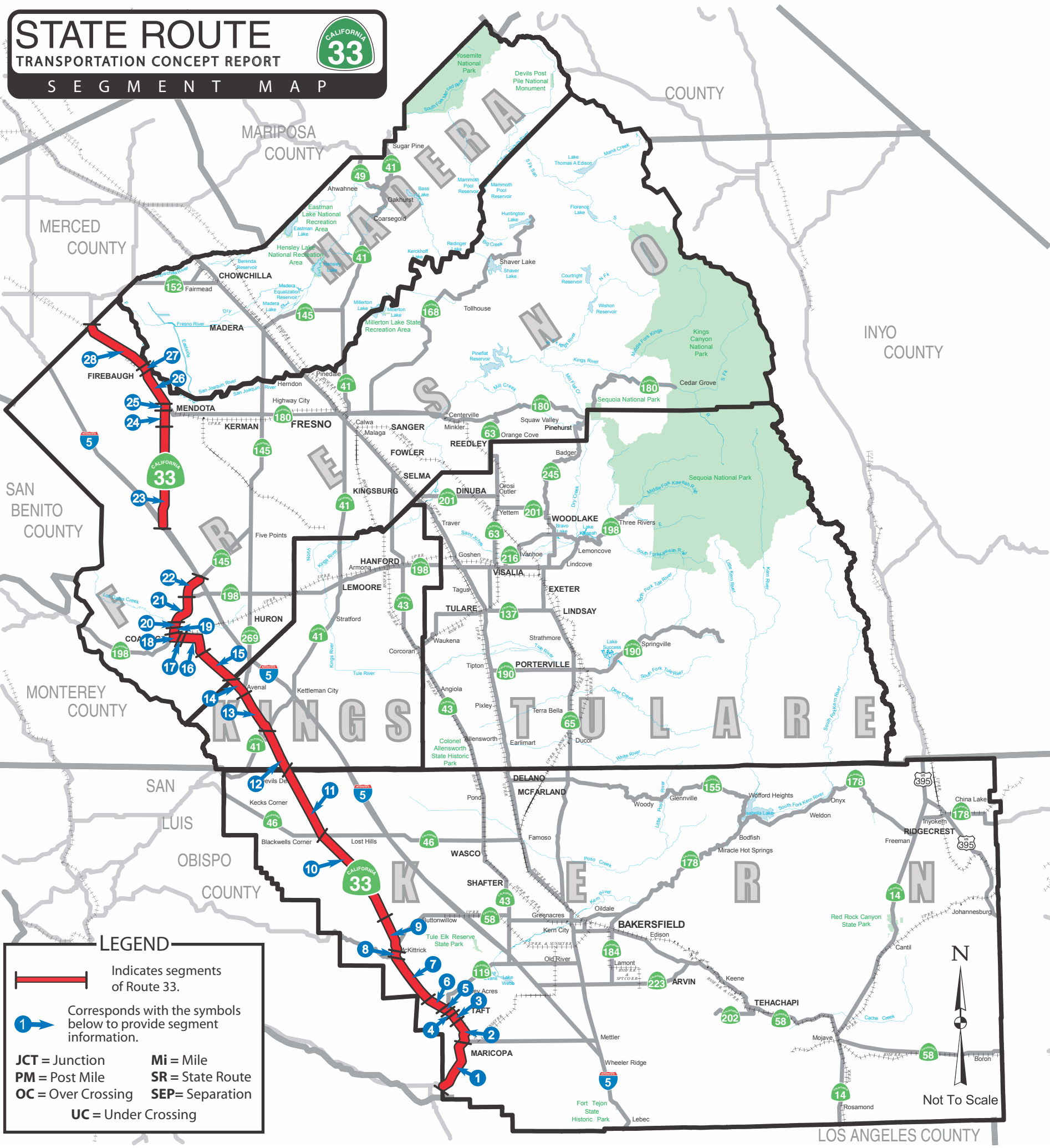
\_\_\_\_\_  
**Malcolm X. Dougherty**

District Director

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**Date**

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**DRAFT**  
**Transportation Concept Report**  
**State Route 33**  
**November 2006**

## **I. INTRODUCTION**

This Transportation Concept Report (TCR) is a long-range system-planning document that establishes a planning concept for a state highway corridor through the year 2030. The TCR provides the route, traffic data, and operating characteristics for the current – 2006, and future years - 2015 and 2030, for Caltrans District 6 State highway corridors.

Considering reasonable financial and physical constraints, the TCR defines the appropriate Route Concept Level of Service (LOS) and facility type(s) for each route. It also broadly identifies the nature and extent of improvements needed to attain the Route Concept LOS. For the purpose of this document, capacity-enhancing improvements such as lane additions are the primary focus for LOS attainment.

Caltrans endeavors to maintain a target LOS at the transition between LOS of C and D on State highway facilities, or whichever LOS is feasible to attain. The Concept LOS is a “target” LOS determined by the importance of the route and environmental factors. A deficiency or a need for improvement is triggered when the actual LOS falls below the Concept LOS.

This TCR also identifies existing mass transit and the deployment of Intelligent Transportation Systems (ITS) as integral to route corridor development.

The Ultimate Transportation Corridor (UTC), as identified in this TCR, ensures that adequate right-of-way (ROW) is preserved for ultimate facility projects beyond 2030. The UTC does not consider funding as a constraint. The System Planning unit should be consulted for the interim right-of-way (prior to ultimate construction) at a specific location along the corridor.

This document identifies the initial and conceptual planning phase that leads to subsequent programming and the project development process. Consequently, the specific nature of proposed improvements, such as roadway width, number of lanes, and access control may change in later project development stages.

Final determinations are normally made during the project report and design phases. Therefore, this TCR is a “living document,” subject to amendments as conditions change and projects are completed. Caltrans District 6 System planning staff will update the TCR on a three-to-five year cycle or as needed.

This TCR for State Route (SR) 33 was prepared and completed by the Caltrans District 6 System Planning unit in cooperation with local and regional agencies and other Caltrans functional units. As such, it will serve as a guide in cooperative planning and implementation of transportation and land use decisions.

## II. ROUTE DESCRIPTION AND PURPOSE

**Begins:** At Route 101 near the City of Ventura in Ventura County

**Ends:** At Route 5 just southeast of Tracy in San Joaquin County

**Length:** 289-mile highway in Ventura, Kern, Kings, Fresno, Merced, Stanislaus and San Joaquin Counties.

This Transportation Concept Report covers 165 miles of SR 33 within District 6, from the San Luis Obispo/Kern County Line to the Fresno/Merced County Line. Route 33 encompasses Kern, Kings and Fresno Counties. At the beginning of the TCR is a map showing the location of Route 33 within District 6 and the State of California. It also shows the 28 segments of SR 33 in Kern, Kings and Fresno County (Segment Map, page "i")

**Land Use:** The highway travels across primarily oil fields, agriculture and grazing land of the western San Joaquin Valley. Cities and communities located along the route involved in the oil industry include Maricopa, Taft, Coalinga and McKittrick. The agriculture industry cities consist of Avenal, Mendota and Firebaugh. In the City of Avenal a state prison is located within its city boundaries. Commercial land use exists within the cities' boundaries. There is residential use within the incorporated cities.

**Terrain:** Generally on flat and rolling terrain throughout the route; however, there is mountainous terrain in southern Kern County near the San Luis Obispo/Kern County Line.

### A. Modal Alternatives

**Passenger Rail Services:** Amtrak, via its San Joaquin Route, runs six passenger trains through the San Joaquin Valley on a daily basis with stops in Bakersfield, Wasco, Corcoran, Hanford and Fresno. However, none of these cities are traversed by Route 33.

**Transit Services:** Both fixed-route and dial-a-ride buses serve the local travelers in the Kern, Kings and Fresno Counties. Currently no transit provider runs the entire length of this route. Neither, Greyhound or the Orange State Line, two of the area's regional carriers, uses any portion of the route for scheduled services.

*For a segment by segment list of specific transit providers, please see the Transit Services chart in the Appendix at the end of the TCR.*

**Bicycle Routes** - From its District 6 beginning at the San Luis Obispo County Line to its District 6 terminus at the Merced County, Route 33 is comprised solely of conventional 2 and 4-lane highway segments. All segments are currently opened to bicycle travel.

*Please refer to the "Bicycle Facilities" section of the Appendix for more detailed information on bicycle access along Route 33.*

**Pedestrian Access / Facilities** - Pedestrian, and possible ADA concerns, are to be found primarily in and near the cities of Maricopa, Taft, McKittrick, Avenal, Coalinga, Mendota and Firebaugh. The remainder of this route is very rural with few if any pedestrian or ADA concerns needing to be addressed. However, should any future project be constructed along any portion of this highway pedestrian and ADA concerns such as crosswalks, sidewalks, curb cuts, ramps and railings, may need to be addressed.

*Please refer to the "Pedestrian Access / Facilities" section of the Appendix for more detailed information on pedestrian and ADA access along Route 33.*

## **B. Intelligent Transportation Systems (ITS)**

Numerous applications of ITS exist or are proposed throughout the extent of Route 33. Examples of existing ITS applications along Route 33 are: weather stations (WS) changeable message signs (CMS), and highway advisory radio (HAR). Deployment of ITS technology will enhance operational and safety efficiency of the route by informing motorists of traffic congestion, inclement weather such as fog, dust, highway construction and/or closings. The Caltrans Central Valley Transportation Management Center (TMC) monitors specific traffic locations from its headquarters at the District Office in Fresno.

*Specific information on ITS is located in the Appendix.*

## **C. State Route 33 Highway Facts**

- Route 33 was included as part of the State Highway System between 1915 and 1955.
- It was also included in the California Freeway and Expressway System in 1959.
- Route 33 is an alternate north-south corridor along the San Joaquin Valley's westside from Los Angeles to San Francisco/Sacramento.
- There are breaks in Route 33 at the SR 33/SR 145/ I-5 interchange near Coalinga and on Route 152 near Los Banos.
- Route 166, 58, 145, and 198 coincide with Route 33 in different sections.
- Eligible as a State Scenic Highway between the City of Coalinga and I-5.

## **D. Environmental Considerations**

Specific sensitive biological species include, but are not limited to, the following flora and fauna:

FLORA – Kern mallow plants.

FAUNA – San Joaquin antelope squirrel, San Joaquin kit fox and Tipton kangaroo rat.

In addition, west of Maricopa, the highway crosses a National Wildlife Refuge, which is subject to the requirements of Section 4(f) of the U.S. Transportation Act of 1966. Throughout its length within District 6, the highway is surrounded by endangered species habitat. Other environmental concerns include historic properties, hazardous waste, and displacement of businesses and homes in the small rural cities and communities.



### III. Geometrics, Land Use, and Environmental Considerations

#### *Segments 1-8: San Luis Obispo (SLO)/Kern County Line to Junction Route 58 East*

**Begins:** At Kern Co Line

**Ends:** At JCT Route 58 east

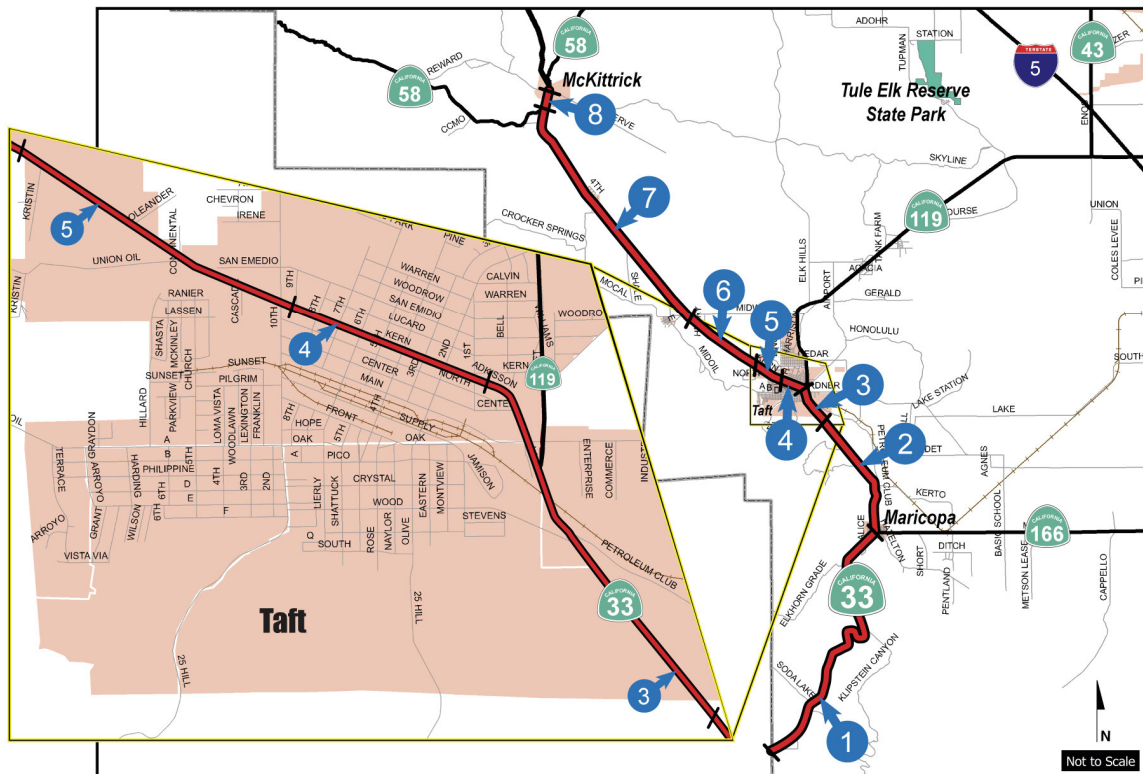
**Land Use:** Along with the rural cities of Maricopa and Taft, the land use consists of enormous oil wells, along with related tanks and facilities. The Midway-Sunset oil field is the largest oil field in the United States, excluding Alaska. It is located between Maricopa and Taft.

**Facility:** With the exception of the section in Taft (segment 4) which is a 4-lane conventional highway, it is mainly a 2-lane conventional highway. Rolling hills with arid terrain make up the landscape, with the exceptions of flat land in the urban segments. There are passing lanes throughout this section.

#### *Interchanges and other State highway connections:*

- There is an intersection with Route 119 in the City of Taft.
- For over eleven miles Route 33 coincides with Route 166 from the SLO/Kern County Line to the City of Maricopa.
- For less than a mile, Route 33 coincides with Route 58 through the town of McKittrick.

**Environmental/Historical Resources:** The environmental concerns include crude petroleum close to the surface and water issues.



### *Segments 9-11: Junction (JCT) Route 58 East to Kern/Kings County Line*

**Begins:** At JCT Route 58 east

**Ends:** At Kern/Kings Co Line

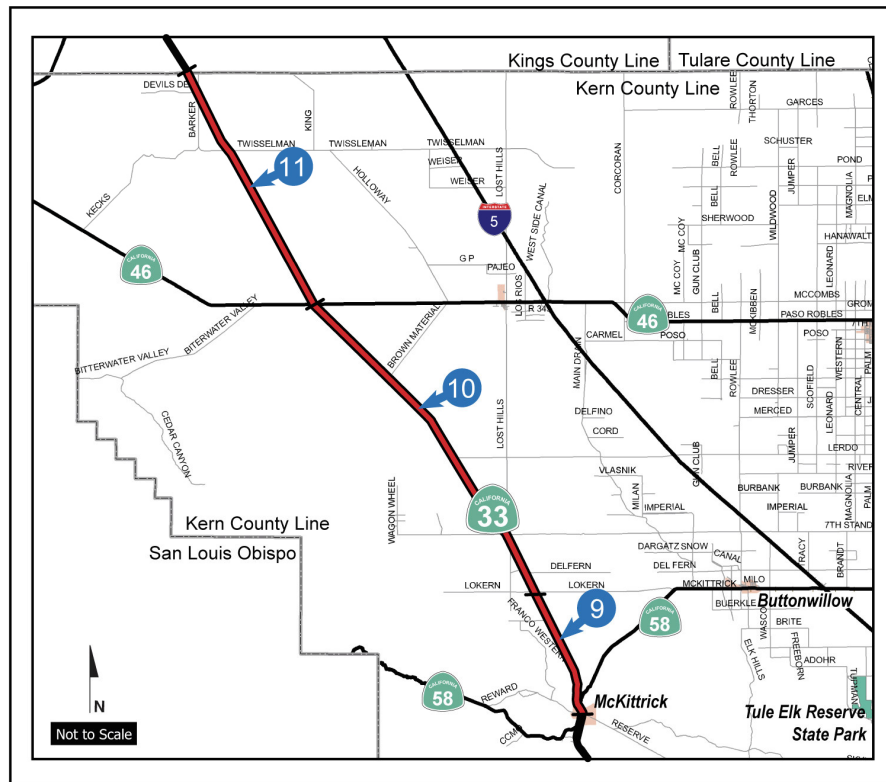
**Land Use:** Oil production and reserves on this stretch of the highway are visible for many miles. The state's five largest producing oil fields are in Kern County. Along these segments exist long stretches of rural land with no community development.

**Facility:** This section of the route is a 2-lane conventional highway. All throughout this portion of the route the terrain is rolling. The shoulders are very narrow.

*Interchanges and other State highway connections:*

- There are existing intersections with Route 58 and with Route 46.

**Environmental/Historical Resources:** There are restrictions to protect the Kern Mallow Plants. Other environmental concerns include crude petroleum close to the surface and water issues.





**Segments 12-14: Kern/Kings County Line to Kings/Fresno County Line**

**Begins:** At Kern/Kings Co Line

**Ends:** At Kings/Fresno Co Line

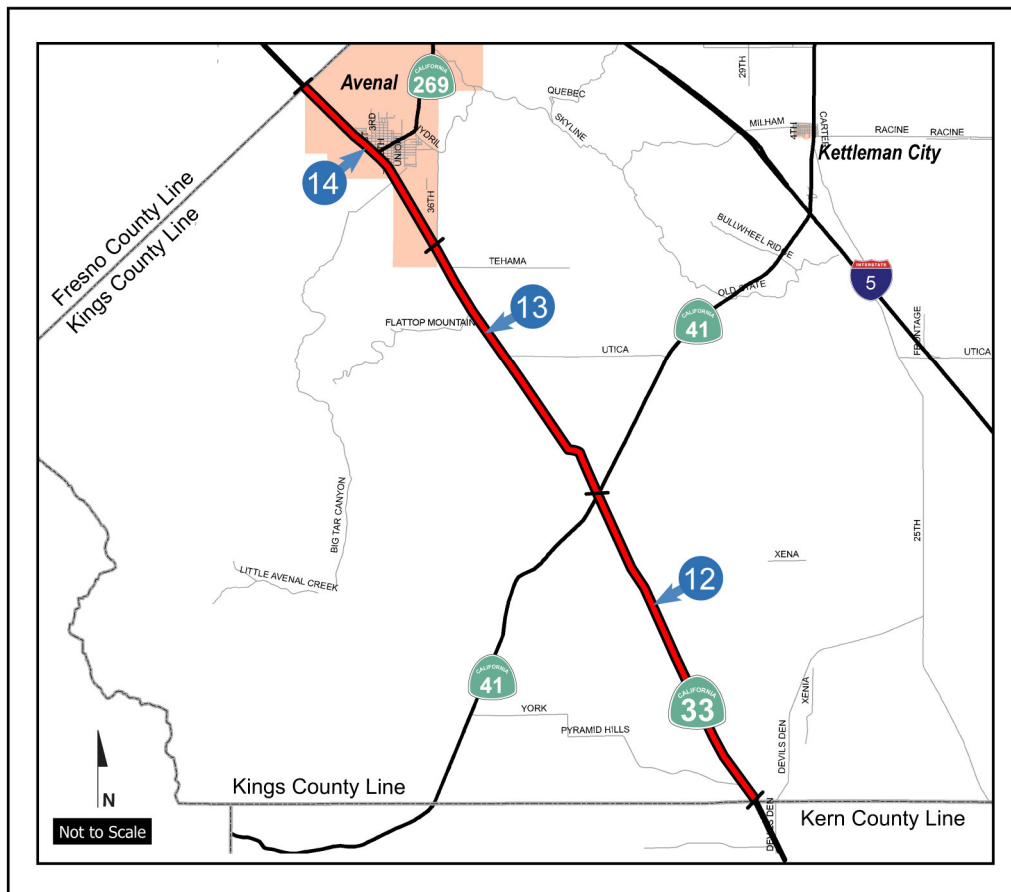
**Land Use:** The City of Avenal is the only city that exists along this long section of rural land. A State prison was built in 1987 within the Avenal city limits. Avenal State Prison is designated as a low-to-medium security institution.

**Facility:** These segments are composed of a 2-lane conventional highway. The terrain is rolling except for the City of Avenal. The treated shoulders are narrow.

*Interchanges and other State highway connections:*

- There is a major intersection with Route 41.
- An at-grade connection occurs with Route 269 in the City of Avenal.

**Environmental/Historical Resources:** The environmental concerns would include water issues.



### *Segments 15-22: Kings/Fresno County Line to South Junction Route 145/33/I-5 Separation*

**Begins:** At Kings/Fresno Co Line

**Ends:** At S JCT RTE 145/33/I-5 Separation

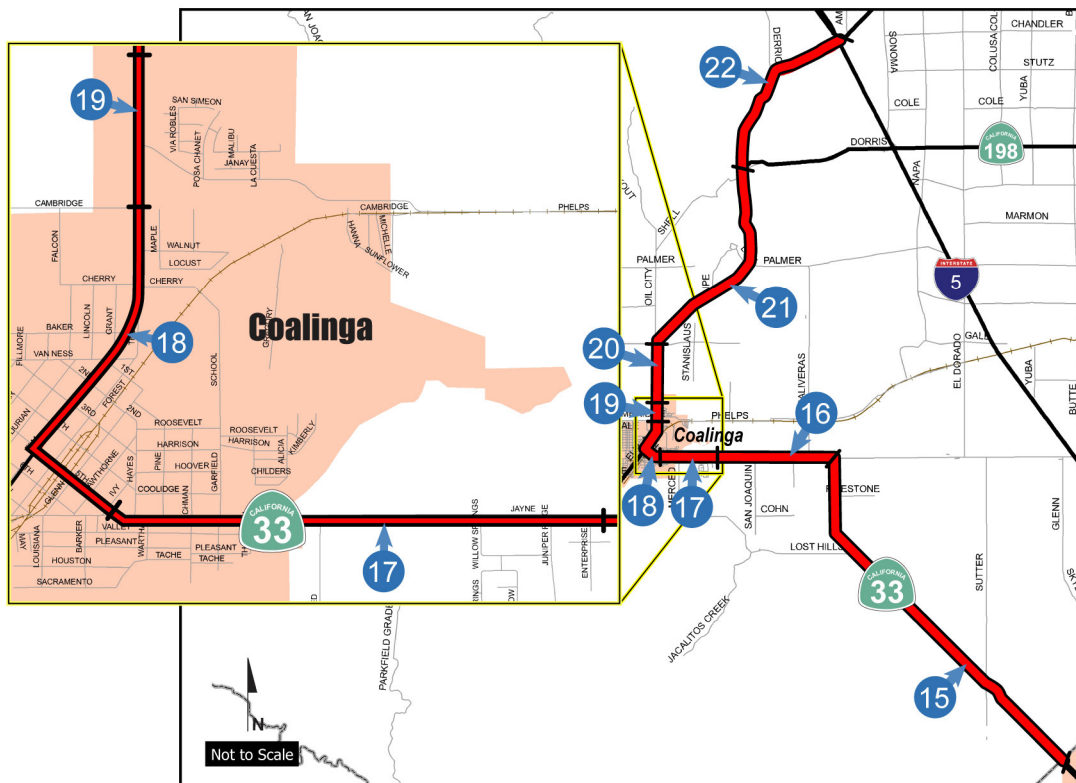
**Land Use:** The City of Coalinga is the only city along this long section of rural road. It is celebrating its 100th year anniversary as an incorporated city this year. Oil production, oil reserves and especially the oil wells, which are painted as animal or insect characters, are very visible from the roadside. Pleasant Valley State Prison is located near Coalinga, just several miles west of Route 33 on Jayne Avenue. Sheep grazing near the west hills of Coalinga is prevalent. At the Route 33/145/I-5 intersection, is Harris Ranch, one of the largest beef and food agribusinesses in the West. The ranch can hold up to 100,000 beef cattle.

**Facility:** With the exception of the 4-lane segments in the City of Coalinga (segments 18, 19), it is mostly a 2-lane conventional highway. With the exception of the rolling hills north of Coalinga, the terrain is flat.

*Interchanges and other State highway connections:*

- For over nine miles, Route 33 coincides with Route 198.
- Route 33 coincides with Route 145 to the east at the Interstate 5 intersection.

**Environmental/Historical Resources:** The environmental concerns would include water rationing issues relating to agricultural irrigation.



### *Segments 23-28: North Junction Route 33/I-5 Separation to Fresno/Merced County Line*

**Begins:** At N JCT RTE 33/I-5 Separation

**Ends:** At Fresno/Merced Co Line

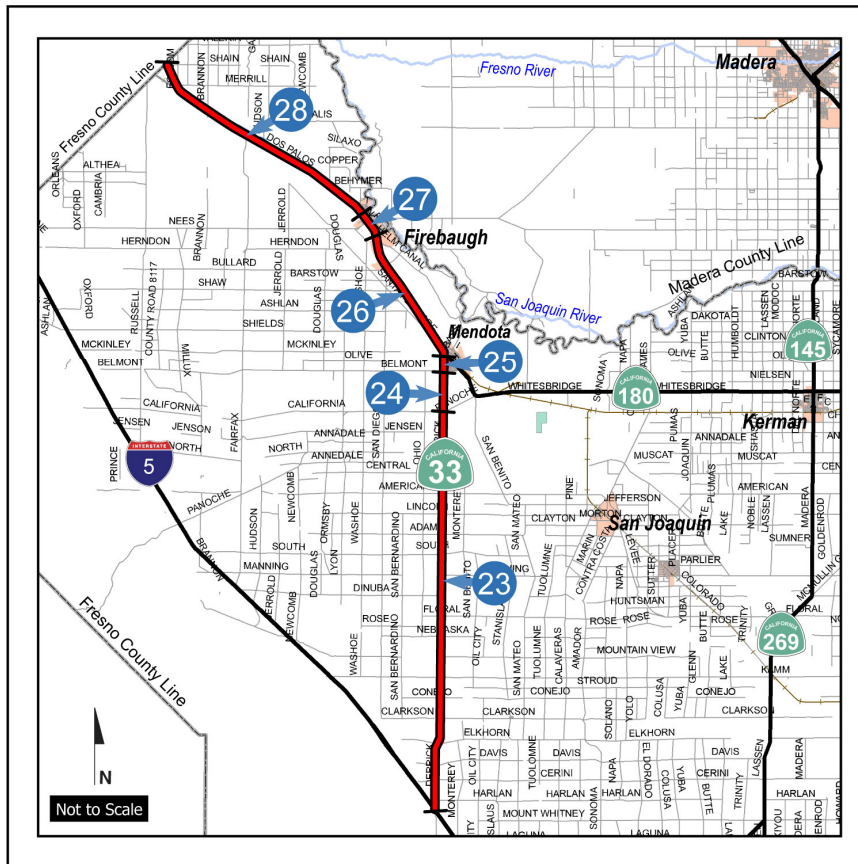
**Land Use:** In and along the rural cities of Mendota and Firebaugh, the land use consists mostly of very productive agriculture. Cantaloupes and cotton are major crops grown along with various vegetables. There are several cantaloupe-packing sheds and a tomato processing plant. Route 33 is a very important highway by which agricultural goods are transported to Interstate 5, a major inter-modal corridor of economic significance.

**Facility:** With the exception of the segments in the City of Mendota and Firebaugh which is a 4-lane conventional highway, it is mostly a 2-lane conventional highway or 2-lane expressway. The terrain is flat throughout this entire section.

#### *Interchanges and other State highway connections:*

- There is a break in the route for over ten miles, reconnecting at the Derrick Boulevard I-5 off-ramp.
- There is an intersection with Route 180 in the City of Mendota.

**Environmental/Historical Resources:** The environmental concerns would include water-rationing issues relating to agricultural irrigation.



#### IV. Concept Rationale

**Route Concept LOS:** LOS D is assigned to both the rural and urban portions. A vast majority of the route is rural, having some small cities that are not projected to have significant growth. There is not much diversity in the route and in the existing level of service throughout.

**Concept Facility:**

The 2030 Concept Facility for Route 33 varies depending on whether it is rural/urban, the existing facility and other influential factors. The following shows the Concept Facility for the route segments.

**2-lane conventional highway (Segment 1-3, 5- 17, 20 – 23, 26, 28):** There are no projected additional lanes in these segments. The segments are rural with the exception of the City of Avenal (Segment 13-14) & Cities of Maricopa/Taft (Segments 2-3, 5). Possible improvements include adding turn lanes, signals, passing lanes, etc.

**4-lane conventional highway (Segments 4, 18 – 19, 25 & 27):** There are no projected additional lanes in these urban sections of Taft (Segment 4), Coalinga (Segments 18-19), Mendota and Firebaugh (Segments 25 & 27). The existing 4-lane conventional highway will remain four lanes.

**2-lane expressway with improvement (Segments 24):** Two additional lanes are to be added partially to the existing 2-lane expressway segment just north of the Mendota city limits. The segment will improve to a 4-lane expressway.

**The Ultimate Transportation Corridor (UTC-beyond 2030):** The Maricopa/Taft area (Segments 1-7) has a UTC projected to be a 4-lane conventional highway. In Avenal (Segment 14) the UTC is a 4-lane conventional highway. Within the Coalinga area (Segments 17-20) a 4-lane conventional highway is the UTC projected. Mendota and Firebaugh's (Segments 24-27) UTC is 4-lanes. The remaining segments (Segment 8-11, 12, 13, 15, 16, 21-23, 28) have a UTC of a 2-lane conventional highway with possible improvements.

## **V. State Route 33 Transportation Concept Report Summary Chart**

The 6-page Summary Chart following this section indicates that SR 33 is divided into 28 distinct segments that provide descriptive and technical information, both current and forecast, for the State highway. It also has a linear geographic diagram that illustrates the major State and local highway facilities, along with key natural features and City/County boundaries, current highway geometrics, i.e., conventional highway, expressway, or freeway. A "Chart Explanation" bar defines what is shown on the Chart with the exception of self-explanatory technical information. The Summary Chart also delineates the functional classification, various highway designations, environmental information, and General Plan information.



LEGEND

Existing Lanes

Planned or Programmed by 2030

Add Through Lanes

Conventional

Expressway

Number of Lanes

2

4

\* Length of segments not to scale

SLO/Kern Co Line	JCT SR 166/Poso St	1.2 MI S of JCT RTE 119	First St	10th St	0.8 mi N/O Sandy Cr	Midway Rd	JCT RTE 58 W	JCT RTE 58 E	Lokern Rd	RTE 46	Kern/Kings Co Ln
PM 0.0	PM R11.6	PM 16.7	PM18.3	PM 19.1	PM 20.3	PM 23.4	PM 33.5	PM 34.3	PM 41.1	PM 60.1	PM 73.7
Dir S - N											
	M A R I C O P A	T	A	F	T						

**Segment:** Is self-explanatory except for several data sets:

**Rural/Urban:** Indicates whether the segment is in a rural area or city limits.

**Terrain:** Shows the general highway grade: minimal grade = level; moderate grade = rolling; and severe grade = mountainous.

**ROW:** Portrays Right-of-Way (ROW) and geometric data in feet.

**Shoulder Range:** Is a range of treated surface (8' standard), both inside and outside shoulders.

**Ultimate Transportation Corridor (UTC):** Is the typical ROW needed for the ultimate facility, i.e., 8 lane freeway(8F) 218 feet is the standard typical UTC ROW - will be updated upon corridor plan lining by specific sections of highway.

**Facility:** Shows the Existing Facility, the desired facility type (2030 Concept) by 2030- RTPA's and Caltrans, and the Ultimate Facility to preserve ROW and plan line beyond 2030. 2C(I) indicates that the highway has been improved in select locations with operational or safety improvements.

**LOS:** The current (2005) LOS (level of service), along with the expected calculated LOS in 2015 and 2030. The 2030 Concept is the target LOS desired, i.e., LOS C, for attainment by 2030 Caltrans.

**Deficiency:** Occurs when the target LOS is degraded, i.e., LOS D worse than LOS C, with the year of occurrence shown. It also shows whether a capacity improving project is in the STIP, and what the LOS would be with the 2030 Concept improvement.

**Directional Split:** Denotes the split in the peak hour traffic flow on a directional basis (NB/SB or WB/EB) either in the morning (AM) or evening (PM).

**% Trucks:** shows the percentage of trucks for AADT and Peak Hour.

**AADT:** signifies Annual Average Daily Traffic.

**Peak Hour:** Indicates a representation of the maximum hour of traffic flow during the day.

**N/A** - Not deficient, no project recommended/not applicable.

**N/A\*** - Deficient, no project recommended.

**(I)+** 2-lane conventional highway improvements, turn lanes, signals, passing lanes, etc.

\* Concept Facility meets Concept LOS.

\*\* Deficient-Concept Facility does not meet Concept LOS.

SEGMENT	1	2	3	4	5	6	7	8	9	10	11
County / Route	KERN / 33	KERN / 33	KERN / 33	KERN / 33	KERN / 33	KERN / 33	KERN / 33	KERN / 33	KERN / 33	KERN / 33	KERN / 33
Description Begin	SLO/KERN CO LINE	JCT SR 166/POSO ST	1.2 MI S OF JCT RTE 119	FIRST ST	10TH ST	0.8 MI N/O SANDY CR	MIDWAY RD	JCT RTE 58 W	JCT RTE 58 E	LOKERN RD	RTE 46
Description End	JCT SR 166/POSO ST	1.2 MI S OF JCT RTE 119	FIRST ST	10TH ST	0.8 MI N/O SANDY CR	MIDWAY RD	JCT RTE 58 W	JCT RTE 58 E	LOKERN RD	RTE 46	KERN/KINGS CO LINE
Postmile Limits Begin/End (PM)	0.0 / R11.6	R11.6 / 16.7	16.7 / 18.3	18.3 / 19.1	19.1 / 20.3	20.3 / 23.4	23.4 / 33.5	33.5 / 34.3	34.3 / 41.1	41.1 / 60.1	60.1 / 73.7
Length (MI)	11.6	5.1	1.6	0.8	1.2	3.1	10.1	0.8	6.8	19.0	13.6
Rural / Urban	Rural/Urban	Urban/Rural	Urban	Urban	Urban	Rural	Rural	Rural	Rural	Rural	Rural
Terrain	Mountainous	Rolling	Rolling	Flat	Flat	Rolling	Rolling	Rolling	Rolling	Rolling	Flat
ROW: Range Existing (FT)	60 / 400	60 / 140	80 / 150	100 / 100	80 / 80	60 / 60	60 / 140	80 / 110	80 / 100	60 / 100	60 / 100
Median Range (FT)	0 / 4	0 / 0	0 / 4	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0
Shoulder Range (FT) - Treated	0 / 8	0 / 9	0 / 11	6 / 10	0 / 10	0 / 0	0 / 2	0 / 1	0 / 1	0 / 4	2 / 3
Lane Width (FT)	10	12	12	12	12	12	12	12	11	11	12
Ultimate ROW (FT)	110	110	110	110	110	110	110	110	110	110	110
Facility: Existing	2C	2C	2C	4C	2C	2C	2C	2C	2C	2C	2C
2030 Concept	2C(I)+	2C(I)+	2C(I)+	4C	2C(I)+	2C(I)+	2C(I)+	2C(I)+	2C(I)+	2C(I)+	2C(I)+
UTC	4C	4C	4C	4C	4C	4C	4C	2C(I)+	2C(I)+	2C(I)+	2C(I)+
LOS: 2006	C	C	C	C	D	D	C	C	C	D	B
LOS: 2015	C	C	C	C	E	E	C	C	C	D	B
LOS: 2030	D	C	C	C	E	E	C	D	C	D	B
LOS: Concept 2030	D	D	D	D	D	D	D	D	D	D	D
Deficiency/Year Deficient	N/A	N/A	N/A	N/A	2015	2015	N/A	N/A	N/A	N/A	N/A
Project in STIP/RTP (Y/N)	No	No	No	No	No	No	No	No	No	No	No
LOS W/ Concept Improvement	N/A	N/A	N/A	N/A	N/A*	N/A*	N/A	N/A	N/A	N/A	N/A
Directional Split (Peak Hour)	56/44	55/45	51/49	51/49	51/49	51/49	54/46	54/46	55/45	51/49	51/49
AADT: 2006	4,350	6,200	8,600	12,900	10,600	10,600	3,100	2,900	1,800	5,200	2,400
AADT: 2015	5,900	8,000	8,600	17,900	14,700	13,500	4,000	3,800	2,400	5,500	3,000
AADT: 2030	8,100	10,400	10,100	24,900	20,500	16,900	5,100	4,900	3,000	5,700	3,800
Peak Hour: 2006	420	610	840	1,300	1,100	1,100	380	330	210	600	250
Peak Hour: 2015	570	790	840	1,800	1,520	1,400	490	430	270	630	320
Peak Hour: 2030	790	1,020	980	2,510	2,120	1,750	630	560	350	660	400
% Trucks: AADT	23%	26%	20%	20%	26%	28%	28%	33%	26%	19%	8%
% Trucks: Peak Hour	20%	23%	17%	18%	24%	26%	26%	30%	24%	17%	7%



State Route



LEGEND

Existing Lanes

Planned or Programmed by 2030

Add Through Lanes

Conventional

Expressway

2

4

\* Length of segments not to scale

<div>Segment: Is self-explanatory except for several data sets:</div> <div>Functional Classification: A process by which streets and highways are grouped into or classification systems.</div> <div>Freeway/Expressway System: The Statewide system of highways declared to be essential to the future development of California.</div> <div>Regionally Significant: Serves regional transportation needs including at a minimum all principal arterial highways and all fixed guideway transit facilities.</div> <div>STRAHNET: A highway that provides defense access, continuity, and emergency capabilities for movements of personnel and equipment in both peace and war.</div> <div>Lifeline: A route on the State highway system that is deemed so critical to emergency response/life-saving activities of a region or the state that it must remain open.</div> <div>IRRS: (Interregional Road System): A series of State highway routes, outside the urbanized areas that provide access to the State's economic centers, major recreational areas, and urban and rural regions.</div> <div>STAA (Surface Transportation Assistance Act): This act required states to allow larger trucks on the National Network. "Terminal Access" routes are State highways that can accommodate STAA trucks. Other designations i.e., California Legal offer more limited access.</div> <div>Scenic: A highway may be designated scenic depending upon how much of the natural landscape can be seen by travelers.</div> <div>ICES (Intermodal Corridor of Economic Significance): Significant National Highway System Corridors that link intermodal facilities most directly, conveniently and efficiently to intrastate, interstate, and international markets.</div> <div>NHS (National Highway System): Included is all interstate routes, a large percentage of urban and rural principal arterials, the defense strategic highway network, and strategic highway connectors.</div>	SEGMENT	1	2	3	4	5	6	7	8	9	10	11
	County / Route	KERN / 33	KERN / 33	KERN / 33	KERN / 33	KERN / 33	KERN / 33	KERN / 33	KERN / 33	KERN / 33	KERN / 33	KERN / 33
	Description Begin	SLO/KERN CO LINE	JCT SR 166/POSO ST	1.2 MI S OF JCT RTE 119	FIRST ST	10TH ST	0.8 MI N/O SANDY CR	MIDWAY RD	JCT RTE 58 W	JCT RTE 58 E	LOKERN RD	RTE 46
	Description End	JCT SR 166/POSO ST	1.2 MI S OF JCT RTE 119	FIRST ST	10TH ST	0.8 MI N/O SANDY CR	MIDWAY RD	JCT RTE 58 W	JCT RTE 58 E	LOKERN RD	RTE 46	KERN/KINGS CO LINE
	Postmile Limits											
	Begin/End (PM)	0.0 / R11.6	R11.6 / 16.7	16.7 / 18.3	18.3 / 19.1	19.1 / 20.3	20.3 / 23.4	23.4 / 33.5	33.5 / 34.3	34.3 / 41.1	41.1 / 60.1	60.1 / 73.7
	Length (MI)	11.6	5.1	1.6	0.8	1.2	3.1	10.1	0.8	6.8	19.0	13.6
	Functional Classification	Minor Arterial	Minor Arterial	Principal Arterial	Principal Arterial	Principal Arterial	Minor Arterial	Minor Arterial	Minor Arterial	Major Collector	Major Collector	Major Collector
	National Highway System (NHS) (Y/N)	No	No	No	No	No	No	No	No	No	No	No
	Freeway/Expressway System (Y/N)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
	Regionally Significant (Y/N)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
<div>STRAHNET (Y/N)</div> <div>Lifeline (Y/N)</div> <div>IRRS (Yes: HE=High Emphasis, F=Focus, G=Gateway or No)</div> <div>TRUCK NETWORK, STAA: (NN=National Network, TA=Terminal Access, CL= California Legal, R= Special Restrictions, or A=Advisory)</div> <div>Scenic (Yes: Officially Designated, Eligible or No)</div> <div>ICES (Intermodal Corridor of Economic Significance) (Y/N)</div> <div>General Plan/RTP LOS Standard</div> <div>General Plan/RTP Standard Highway Classification</div> <div>Passing Lanes (Y/N)</div> <div>Bike Use Allowed (Y/N)</div>		No	No	No	No	No	No	No	No	No	No	No
		No	No	No	No	No	No	No	No	No	No	No
		No	No	No	No	No	No	No	No	No	No	No
		A	TA	TA	TA	TA	TA	TA	TA	TA	TA	TA
		No	No	No	No	No	No	No	No	No	No	No
		No	No	No	No	No	No	No	No	No	No	No
		Kern Co LOS D for CMP & RTP	Kern Co LOS D for CMP & RTP	Kern Co LOS D for CMP & RTP	Kern Co LOS D for CMP & RTP	Kern Co LOS D for CMP & RTP	Kern Co LOS D for CMP & RTP	Kern Co LOS D for CMP & RTP	Kern Co LOS D for CMP & RTP	Kern Co LOS D for CMP & RTP	Kern Co LOS D for CMP & RTP	Kern Co LOS D for CMP & RTP
		Regionally Significant System	Regionally Significant System	Regionally Significant System	Regionally Significant System	Regionally Significant System	Regionally Significant System	Regionally Significant System	Regionally Significant System	Regionally Significant System	Regionally Significant System	Regionally Significant System
		Expressway	Expressway	Expressway	Expressway	Expressway	Expressway	Expressway	Expressway	Expressway	Expressway	Expressway
		Yes	Yes	No	No	No	No	No	No	No	No	No
		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes



LEGEND

Existing Lanes

Planned or Programmed by 2030

Add Through Lanes

Conventional

Expressway

2

4

\* Length of segments not to scale

Kern/Kings Co Line	RTE 41	36th Ave	Kings/Fresno Co Line	Jayne Ave	1.0 mi S of Merced Ave	5th St	Cambridge Ave	0.3 mi N of Phelps Ave	Gale Ave	N JCT RTE 198	S JCT RTE 145/33/I-5 SEP	(Equates to)
PM 0.0	PM 7.8	PM 16.4	PM 0.0	PM 10.7	PM 13.8	PM 15.4	PM 16.6	PM 17.1	PM R18.6	PM 24.3	PM R29.0	
Dir S - N												

**Segment:** Is self-explanatory except for several data sets:

**Rural/Urban:** Indicates whether the segment is in a rural area or city limits.

**Terrain:** Shows the general highway grade: minimal grade = level; moderate grade = rolling; and severe grade = mountainous.

**ROW:** Portrays Right-of-Way (ROW) and geometric data in feet.

**Shoulder Range:** Is a range of treated surface (8' standard), both inside and outside shoulders.

**Ultimate Transportation Corridor (UTC):** Is the typical ROW needed for the ultimate facility, i.e., 8 lane freeway(8F) 218 feet is the standard typical UTC ROW - will be updated upon corridor plan lining by specific sections of highway.

**Facility:** Shows the Existing Facility, the desired facility type (2030 Concept) by 2030- RTPA's and Caltrans, and the Ultimate Facility to preserve ROW and plan line beyond 2030. 2C(I) indicates that the highway has been improved in select locations with operational or safety improvements.

**LOS:** The current (2005) LOS (level of service), along with the expected calculated LOS in 2015 and 2030. The 2030 Concept is the target LOS desired, i.e., LOS C, for attainment by 2030 Caltrans.

**Deficiency:** Occurs when the target LOS is degraded, i.e., LOS D worse than LOS C, with the year of occurrence shown. It also shows whether a capacity improving project is in the STIP, and what the LOS would be with the 2030 Concept improvement.

**Directional Split:** Denotes the split in the peak hour traffic flow on a directional basis (NB/SB or WB/EB) either in the morning (AM) or evening (PM).

**% Trucks:** shows the percentage of trucks for AADT and Peak Hour.

**AADT:** signifies Annual Average Daily Traffic.

**Peak Hour:** Indicates a representation of the maximum hour of traffic flow during the day.

**N/A** - Not deficient, no project recommended/not applicable.

**N/A\*** - Deficent, no project recommended.

**(I)+** 2-lane conventional highway improvements, turn lanes, signals, passing lanes, etc.

\* Concept Facility meets Concept LOS.

\*\* Deficient-Concept Facility does not meet Concept LOS.

SEGMENT	12	13	14	15	16	17	18	19	20	21	22
County / Route	KINGS / 33	KINGS / 33	KINGS / 33	FRESNO / 33	FRESNO / 33	FRESNO / 33	FRESNO / 33	FRESNO / 33	FRESNO / 33	FRESNO / 33	FRESNO / 33
Description Begin	KERN/KINGS CO LINE	RTE 41	36TH AVE	KINGS/ FRESNO CO LINE	JAYNE AVE	1.0 MI S OF MERCED AVE	5TH ST	CAMBRIDGE AVE	0.3 MI N OF PHELPS AVE	GALE AVE	N JCT RTE 198
Description End	RTE 41	36TH AVE	KINGS/ FRESNO CO LINE	JAYNE AVE	1.0 MI S OF MERCED AVE	5TH ST	CAMBRIDGE AVE	0.3 MI N OF PHELPS AVE	GALE AVE	N JCT RTE 198	S JCT RTE 145/33/I-5 SEP
Postmile Limits Begin/End (PM)	0.0 / 7.8	7.8 / 16.4	16.4 / 19.0	0.0 / 10.7	10.7 / 13.8	13.8 / 15.4	15.4 / 16.6	16.6 / 17.1	17.1 / R18.6	R18.6 / 24.3	24.3 / R29.0
Length (MI)	7.8	8.6	2.6	10.7	3.2	1.5	1.2	0.5	1.5	5.7	4.7
Rural / Urban	Rural	Rural/Urban	Urban	Rural	Rural	Urban	Urban	Urban	Urban	Rural	Rural
Terrain	Rolling	Rolling	Flat	Flat	Flat	Flat	Flat	Flat	Flat	Rolling	Rolling
ROW: Range Existing (FT)	100 / 100	100 / 115	100 / 100	50 / 80	60 / 100	60 / 142	60 / 80	60 / 60	80 / 100	60 / 135	60 / 150
Median Range (FT)	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0
Shoulder Range (FT) - Treated	0 / 2	2 / 2	1 / 8	2 / 4	4 / 4	4 / 14	6 / 8	0 / 4	4 / 4	2 / 10	0 / 2
Lane Width (FT)	11	12	12	12	12	12	11	12	12	12	12
Ultimate ROW (FT)	110	110	110	110	110	110	110	110	110	110	110
Facility: Existing	2C	2C	2C	2C	2C	2C	4C	4C	2C	2C	2C
2030 Concept	2C(I)+	2C(I)+	2C(I)+	2C(I)+	2C(I)+	2C(I)+	4C	4C	2C(I)+	2C(I)+	2C(I)+
UTC	2C(I)+	2C(I)+	4C	2C(I)+	2C(I)+	4C	4C	4C	4C	2C(I)+	2C(I)+
LOS: 2006	C	C	B	B	C	C	B	D	C	C	C
LOS: 2015	C	C	B	B	C	C	B	D	C	C	C
LOS: 2030	C	D	B	B	D	D	B	D	C	C	C
LOS: Concept 2030	D	D	D	D	D	D	D	D	D	D	D
Deficiency/Year Deficient	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Project in STIP/RTP (Y/N)	No	No	No	No	No	No	No	No	No	No	No
LOS W/ Concept Improvement	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Directional Split (Peak Hour)	51 / 49	50 / 50	50 / 50	51 / 49	51 / 49	51 / 49	51 / 49	51 / 49	50 / 50	50 / 50	50 / 50
AADT: 2006	2,300	3,800	2,200	2,050	7,000	10,500	9,600	9,600	4,650	4,050	2,600
AADT: 2015	2,500	5,200	3,000	2,600	8,900	11,600	10,600	10,600	4,700	4,100	3,400
AADT: 2030	2,900	7,000	4,100	3,300	11,200	13,800	12,100	10,800	5,300	4,600	4,500
Peak Hour: 2006	240	390	220	210	660	1,100	960	960	510	420	260
Peak Hour: 2015	260	530	300	270	840	1,210	1,060	1,060	510	420	340
Peak Hour: 2030	310	720	410	340	1,060	1,440	1,210	1,080	580	470	450
% Trucks: AADT	7%	7%	6%	7%	10%	11%	10%	10%	15%	17%	25%
% Trucks: Peak Hour	8%	8%	7%	8%	11%	13%	12%	12%	17%	19%	26%



State Route

LEGEND

Existing Lanes

Planned or Programmed by 2030

Add Through Lanes

Conventional

Expressway

2

4

\* Length of segments not to scale

Kern/Kings Co Line	RTE 41	36th Ave	Kings/Fresno Co Line	Jayne Ave	1.0 mi S of Merced Ave	5th St	Cambridge Ave	0.3 mi N of Phelps Ave	Gale Ave	N JCT RTE 198	S JCT RTE 145/33/I-5 SEP	(Equates to)
PM 0.0	PM 7.8	PM 16.4	PM 0.0	PM 10.7	PM 13.8	PM 15.4	PM 16.6	PM 17.1	PM R18.6	PM 24.3	PM R29.0	
Dir S - N												

**Segment:** Is self-explanatory except for several data sets:

**Functional Classification:** A process by which streets and highways are grouped into or classification systems.

**Freeway/Expressway System:** The Statewide system of highways declared to be essential to the future development of California.

**Regionally Significant:** Serves regional transportation needs including at a minimum all principal arterial highways and all fixed guideway transit facilities.

**STRAHNET:** A highway that provides defense access, continuity, and emergency capabilities for movements of personnel and equipment in both peace and war.

**Lifeline:** A route on the State highway system that is deemed so critical to emergency response/life-saving activities of a region or the state that it must remain open.

**IRRS:** (Interregional Road System): A series of State highway routes, outside the urbanized areas that provide access to the State's economic centers, major recreational areas, and urban and rural regions.

**STAA (Surface Transportation Assistance Act):** This act required states to allow larger trucks on the National Network. "Terminal Access" routes are State highways that can accommodate STAA trucks. Other designations i.e., California Legal offer more limited access.

**Scenic:** A highway may be designated scenic depending upon how much of the natural landscape can be seen by travelers.

**ICES (Intermodal Corridor of Economic Significance):** Significant National Highway System Corridors that link intermodal facilities most directly, conveniently and efficiently to intrastate, interstate, and international markets.

**NHS (National Highway System):** Included is all interstate routes, a large percentage of urban and rural principal arterials, the defense strategic highway network, and strategic highway connectors.

SEGMENT	12	13	14	15	16	17	18	19	20	21	22
County / Route	KINGS / 33	KINGS / 33	KINGS / 33	FRESNO / 33	FRESNO / 33	FRESNO / 33	FRESNO / 33	FRESNO / 33	FRESNO / 33	FRESNO / 33	FRESNO / 33
Description Begin	KERN/KINGS CO LINE	RTE 41	36TH AVE	KINGS/ FRESNO CO LINE	JAYNE AVE	1.0 MI S OF MERCED AVE	5TH ST	CAMBRIDGE AVE	0.3 MI N OF PHELPS AVE	GALE AVE	N JCT RTE 198
Description End	RTE 41	36TH AVE	KINGS/ FRESNO CO LINE	JAYNE AVE	1.0 MI S OF MERCED AVE	5TH ST	CAMBRIDGE AVE	0.3 MI N OF PHELPS AVE	GALE AVE	N JCT RTE 198	S JCT RTE 145/33/I-5 SEP
Postmile Limits											
Begin/End (PM)	0.0 / 7.8	7.8 / 16.4	16.4 / 19.0	0.0 / 10.7	10.7 / 13.8	13.8 / 15.4	15.4 / 16.6	16.6 / 17.1	17.1 / R18.6	R18.6 / 24.3	24.3 / R29.0
Length (MI)	7.8	8.6	2.6	10.7	3.2	1.5	1.2	0.5	1.5	5.7	4.7
Functional Classification	Major Collector	Minor Arterial	Minor Arterial	Minor Arterial	Minor Arterial	Principal Arterial	Principal Arterial	Principal Arterial	Minor Arterial	Minor Arterial	Minor Arterial
National Highway System (NHS) (Y/N)	No	No	No	No	No	No	No	No	No	No	No
Freeway/Expressway System (Y/N)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Regionally Significant (Y/N)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
STRAHNET (Y/N)	No	No	No	No	No	No	No	No	No	No	No
Lifeline (Y/N)	No	No	No	No	No	No	No	No	No	No	No
IRRS (Yes: HE=High Emphasis, F=Focus, G=Gateway or No)	No	No	No	No	No	No	No	No	No	No	No
TRUCK NETWORK, STAA: (NN=National Network, TA=Terminal Access, CL= California Legal, R= Special Restrictions, or A=Advisory)	TA	TA	TA	TA	TA	TA	TA	TA	TA	TA	TA
Scenic (Yes: Officially Designated, Eligible or No)	No	No	No	No	No	Eligible	Eligible	Eligible	Eligible	Eligible	Eligible
ICES (Intermodal Corridor of Economic Significance) (Y/N)	No	No	No	No	No	No	No	No	No	No	No
General Plan/RTP LOS Standard	Kings Co LOS C for RTP	Kings Co LOS C for RTP	Kings Co LOS C for RTP	Fresno Co LOS C for RTP	Fresno Co LOS C for RTP	Fresno Co LOS C for RTP	Fresno Co LOS C for RTP	Fresno Co LOS C for RTP	Fresno Co LOS C for RTP	Fresno Co LOS C for RTP	Fresno Co LOS C for RTP
	Regionally Significant System	Regionally Significant System	Regionally Significant System	Regionally Significant System	Regionally Significant System	Regionally Significant System	Regionally Significant System	Regionally Significant System	Regionally Significant System	Regionally Significant System	Regionally Significant System
General Plan/RTP Standard Highway Classification	Expressway	Expressway	Expressway	Expressway	Expressway	Expressway	Expressway	Expressway	Expressway	Expressway	Expressway
Passing Lanes (Y/N)	No	No	No	No	No	No	No	No	No	No	No
Bike Use Allowed (Y/N)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes



LEGEND

Existing Lanes

Planned or Programmed by 2030

Add Through Lanes

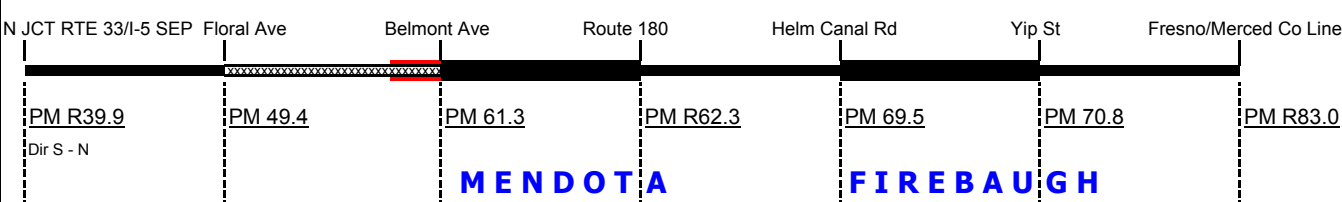
Conventional

Expressway

2

4

\* Length of segments not to scale



**Segment:** Is self-explanatory except for several data sets:

**Rural/Urban:** Indicates whether the segment is in a rural area or city limits.

**Terrain:** Shows the general highway grade: minimal grade = level; moderate grade = rolling; and severe grade = mountainous.

**ROW:** Portrays Right-of-Way (ROW) and geometric data in feet.

**Shoulder Range:** Is a range of treated surface (8' standard), both inside and outside shoulders.

**Ultimate Transportation Corridor (UTC):** Is the typical ROW needed for the ultimate facility, i.e., 8 lane freeway(8F) 218 feet is the standard typical UTC ROW - will be updated upon corridor plan lining by specific sections of highway.

**Facility:** Shows the Existing Facility, the desired facility type (2030 Concept) by 2030- RTPA's and Caltrans, and the Ultimate Facility to preserve ROW and plan line beyond 2030. 2C(I) indicates that the highway has been improved in select locations with operational or safety improvements.

**LOS:** The current (2005) LOS (level of service), along with the expected calculated LOS in 2015 and 2030. The 2030 Concept is the target LOS desired, i.e., LOS C, for attainment by 2030 Caltrans.

**Deficiency:** Occurs when the target LOS is degraded, i.e., LOS D worse than LOS C, with the year of occurrence shown. It also shows whether a capacity improving project is in the STIP, and what the LOS would be with the 2030 Concept improvement.

**Directional Split:** Denotes the split in the peak hour traffic flow on a directional basis (NB/SB or WB/EB) either in the morning (AM) or evening (PM).

**% Trucks:** shows the percentage of trucks for AADT and Peak Hour.

**AADT:** signifies Annual Average Daily Traffic.

**Peak Hour:** Indicates a representation of the maximum hour of traffic flow during the day.

**N/A** - Not deficient, no project recommended/not applicable.

**N/A\*** - Deficient, no project recommended.

**(I)+** 2-lane conventional highway improvements, turn lanes, signals, passing lanes, etc.

\* Concept Facility meets Concept LOS.

\*\* Deficient-Concept Facility does not meet Concept LOS.

SEGMENT	23	24	25	26	27	28
County / Route	FRESNO / 33	FRESNO / 33	FRESNO / 33	FRESNO / 33	FRESNO / 33	FRESNO / 33
Description Begin	N JCT RTE 33/I-5 SEP	FLORAL AVE	BELMONT AVE	ROUTE 180	HELM CANAL RD	YIP ST
Description End	FLORAL AVE	BELMONT AVE	ROUTE 180	HELM CANAL RD	YIP ST	FRESNO/MERCED CO LINE
Postmile Limits Begin/End (PM)	R39.9 / 49.4	49.4 / 61.3	61.3 / R62.3	R62.3 / 69.5	69.5 / 70.8	70.8 / R83.0
Length (MI)	9.4	12.0	1.2	7.2	1.3	1.5
Rural / Urban	Rural	Rural	Urban	Urban/Rural	Urban	Urban/Rural
Terrain	Flat	Flat	Flat	Flat	Flat	Flat
ROW: Range Existing (FT)	50 / 140	60 / 100	60 / 80	60 / 113	100 / 130	70 / 120
Median Range (FT)	0 / 0	0 / 0	0 / 0	0 / 0	16 / 16	0 / 0
Shoulder Range (FT) - Treated	0 / 2	2 / 2	2 / 8	8 / 8	8 / 8	8 / 8
Lane Width (FT)	12	12	12	12	12	12
Ultimate ROW (FT)	110	110	110	110	110	110
Facility: Existing	2C	2E	4C	2C	4C	2C
2030 Concept	2C(I)+	4E	4C	2C(I)+	4C	2C(I)+
UTC	2C(I)+	4E	4C	4C	4C	2C(I)+
LOS: 2006	B	B	B	D	C	B
LOS: 2015	B	B	B	E	C	B
LOS: 2030	C	B	B	E	D	C
LOS: Concept 2030	D	D	D	D	D	D
Deficiency/Year Deficient	N/A	B*	N/A	2015	N/A	N/A
Project in STIP/RTP (Y/N)	No	Yes	No	No	No	No
LOS W/ Concept Improvement	N/A	B*	N/A	N/A*	N/A	N/A
Directional Split (Peak Hour)	50 / 50	55 / 45	50 / 50	53 / 47	50 / 50	50 / 50
AADT: 2006	2,800	2,550	5,800	12,500	12,500	3,950
AADT: 2015	3,900	3,400	7,400	15,600	18,600	5,900
AADT: 2030	5,400	4,600	9,300	19,500	28,100	8,900
Peak Hour: 2006	290	260	600	1,300	1,300	400
Peak Hour: 2015	400	350	760	1,630	1,940	600
Peak Hour: 2030	560	470	970	2,030	2,930	900
% Trucks: AADT	27%	22%	19%	24%	30%	30%
% Trucks: Peak Hour	26%	20%	18%	22%	28%	28%



State Route

LEGEND

Existing Lanes

Planned or Programmed by 2030

Add Through Lanes

Conventional

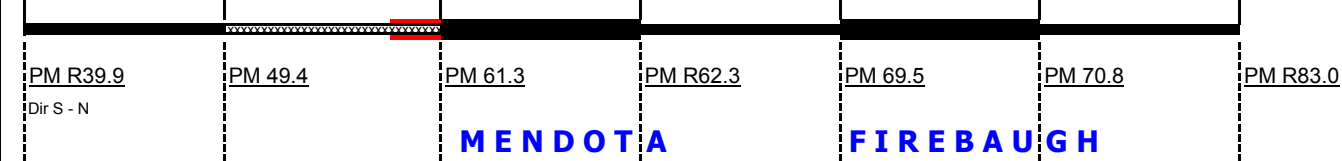
Expressway

2

4

\* Length of segments not to scale

N JCT RTE 33/I-5 SEP    Floral Ave    Belmont Ave    Route 180    Helm Canal Rd    Yip St    Fresno/Merced Co Line



<p><b>Segment:</b> Is self-explanatory except for several data sets:</p> <p><b>Functional Classification:</b> A process by which streets and highways are grouped into or classification systems.</p> <p><b>Freeway/Expressway System:</b> The Statewide system of highways declared to be essential to the future development of California.</p> <p><b>Regionally Significant:</b> Serves regional transportation needs including at a minimum all principal arterial highways and all fixed guideway transit facilities.</p> <p><b>STRAHNET:</b> A highway that provides defense access, continuity, and emergency capabilities for movements of personnel and equipment in both peace and war.</p> <p><b>Lifeline:</b> A route on the State highway system that is deemed so critical to emergency response/life-saving activities of a region or the state that it must remain open.</p> <p><b>IRRS:</b> (Interregional Road System): A series of State highway routes, outside the urbanized areas that provide access to the State's economic centers, major recreational areas, and urban and rural regions.</p> <p><b>STAA (Surface Transportation Assistance Act):</b> This act required states to allow larger trucks on the National Network. "Terminal Access" routes are State highways that can accommodate STAA trucks. Other designations i.e., California Legal offer more limited access.</p> <p><b>Scenic:</b> A highway may be designated scenic depending upon how much of the natural landscape can be seen by travelers.</p> <p><b>ICES (Intermodal Corridor of Economic Significance):</b> Significant National Highway System Corridors that link intermodal facilities most directly, conveniently and efficiently to intrastate, interstate, and international markets.</p> <p><b>NHS (National Highway System):</b> Included is all interstate routes, a large percentage of urban and rural principal arterials, the defense strategic highway network, and strategic highway connectors.</p>	SEGMENT	23	24	25	26	27	28
	County / Route	FRESNO / 33	FRESNO / 33	FRESNO / 33	FRESNO / 33	FRESNO / 33	FRESNO / 33
	Description Begin	N JCT RTE 33/I-5 SEP	FLORAL AVE	BELMONT AVE	ROUTE 180	HELM CANAL RD	YIP ST
	Description End	FLORAL AVE	BELMONT AVE	ROUTE 180	HELM CANAL RD	YIP ST	FRESNO/MERCED CO LINE
	Postmile Limits						
	Begin/End (PM)	R39.9 / 49.4	49.4 / 61.4	61.3 / R62.3	R62.3 / 69.5	69.5 / 70.8	70.8 / R83.0
	Length (MI)	9.4	12.0	1.2	7.2	1.3	1.5
	Functional Classification	Minor Arterial	Minor Arterial	Minor Arterial	Minor Arterial	Minor Arterial	Minor Arterial
	National Highway System (NHS) (Y/N)	No	No	No	No	No	No
	Freeway/Expressway System (Y/N)	Yes	Yes	Yes	Yes	Yes	Yes
	Regionally Significant (Y/N)	Yes	Yes	Yes	Yes	Yes	Yes
	STRAHNET (Y/N)	No	No	No	No	No	No
	Lifeline (Y/N)	No	No	No	No	No	No
	IRRS (Yes: HE=High Emphasis, F=Focus, G=Gateway or No)	No	No	No	No	No	No
	TRUCK NETWORK, STAA: (NN=National Network, TA=Terminal Access, CL= California Legal, R= Special Restrictions, or A=Advisory)	TA	TA	TA	TA	TA	TA
	Scenic (Yes: Officially Designated, Eligible or No)	No	No	No	No	No	No
	ICES (Intermodal Corridor of Economic Significance) (Y/N)	No	No	No	No	No	No
	General Plan/RTP LOS Standard	Fresno Co LOS C for RTP	Fresno Co LOS C for RTP	Fresno Co LOS C for RTP	Fresno Co LOS C for RTP	Fresno Co LOS C for RTP	Fresno Co LOS C for RTP
	Regionally Significant System	Regionally Significant System	Regionally Significant System	Regionally Significant System	Regionally Significant System	Regionally Significant System	Regionally Significant System
	General Plan/RTP Standard Highway Classification	Expressway	Expressway	Expressway	Expressway	Expressway	Expressway
	Passing Lanes (Y/N)	No	No	No	No	No	No
	Bike Use Allowed (Y/N)	Yes	Yes	Yes	Yes	Yes	Yes



## VI. A Review of Route 33 Performance: Current and Future

A comparison of the current and future operating traffic LOS to the designated Route Concept LOS is a way of measuring the existing and future performance levels on a State highway. For purposes of this review, a segment on State Route 33 is deficient when it operates below the designated Route Concept LOS of D. Please refer to the State Route 33 Transportation Concept Report Summary Chart in Section V for current and future route operations.

As of the year 2006, Route 33 is operating at a range of LOS B to LOS D. The urban areas are operating at LOS D or better, whereas the rural areas are operating at LOS C or better.

By the year 2030, Route 33 is projected to operate at LOS B, C, D and E without improvements in District 6. Over fifty percent of the route (Segments 2, 3, 4, 7, 9, 11, 12, 14, 15, 18, 20-25, 28) is projected to operate at LOS C or better. Less than ten percent of the route is projected to operate at LOS E (Segments 5, 6, 26) and will not meet the Concept LOS of D.

With improvements, the Route Concept LOS is projected to be met on Segment 24, just south of the Mendota city limits. The rest of the route has no improvements planned, but yet meets the Concept LOS D with the exception of Segment 26.

Planned projects on Route 33 consist of widening a 2-lane expressway to a 4-lane expressway (Segment 24). The project is included in the Regional Transportation Plan (RTP).



## VII. Planned and Programmed Capacity-Increasing Improvements to Route 33

The following table in this section shows both the planned and programmed *capacity-increasing* projects for Route 33 over the next 25 years. The table shows the segment, project, listing document, description, and projected completion date.

*Note: only those segments with planned and/or programmed projects are listed.*

Project scope and technical data are for general informational purposes only. If current information is needed, please verify with the Caltrans District 6 Office of Advance Planning at (559) 445-4162.		
Segment PM From/To	SR 33 Planned Projects	SR 33 Programmed Projects
24 FRESNO PM 59.4-61.4 CALIFORNIA AVE To BELMONT AVE	<b>RTP:</b> FRE 33 PM 60.3-61.4 JCT unconstructed Route 180 to Mendota City limits: <i>Widen from 2-lane expressway to 4- lane expressway (&gt;2030).</i>	There are no capacity-improving projects currently programmed for this segment.

*See the Appendix for References, Glossary, and additional information on Intelligent Transportation Systems, Transit, and Bicycle Facilities.*



	Pages
References .....	A-1
Glossary .....	A-2 - A-9
Intelligent Transportation Systems (ITS) .....	A-10 - A-11
Transit Services .....	A-12 - A-13
Bicycle Facilities .....	A-14 - A-16
Pedestrian Facilities .....	A-17

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# References

## Route 33

### **Local Jurisdictions – MPOs:**

#### **Kern Council of Governments (Kern COG)**

1401 19th St, Suite 300  
Bakersfield, CA 93301  
(661) 861-2191

#### **Kings County Association of Governments (KCAG)**

1400 W Lacey Blvd  
Hanford, CA 93230  
(559) 582-3211

#### **Council of Fresno County Governments (COFCG)**

2100 Tulare St, Suite 619  
Fresno, CA 93721  
(559) 233-4148

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### **Air Quality District:**

#### **San Joaquin Valley Air Pollution Control District**

1990 E Gettysburg Ave  
Fresno, CA 93726  
(559) 230-6000

### **Air Basin:** San Joaquin Valley

#### **Air Basin Determination:**

Severe non-attainment for ozone and serious for PM 10. Contact the District for more information.

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### **Transit Services:**

For inquiries on transit services, contact the respective MPO for more information or refer to the Transit Services sheet in the Appendix for an overview of transit services.

### **Traffic Accident Data:**

Caltrans District 6  
Office of Traffic Investigations  
(559) 488-4123

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### **Sources of Information - All Segments:**

State Transportation Improvement Program (STIP), 2002, 2004  
State Highway Operations and Protection Program (SHOPP), 2002, 2004

Interregional Improvement Track-Interregional Road System Plan (ITSP), 1998, 2000  
Caltrans District 6 Bicycle Survey, 2003  
Office of System Planning (559) 444-2500

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### **Sources of Information - By County:**

#### **Kern County:**

Kern County General Plan, 1998  
Kern County Regional Transportation Plan, 2004  
Intelligent Transportation System Early Deployment Plan (Kern Region), 1997

#### **Fresno County:**

Fresno County General Plan, 2000  
Fresno County Regional Transportation Plan, 2004

#### **Kings County:**

Kings County General Plan, 1993  
Kings County Regional Transportation Plan - 2004  
Intelligent Transportation System Early Deployment Plan (Kings Region), 2001



**AADT:** (Average Annual Daily Traffic). This designation indicates the total daily traffic that is counted at a particular location or within a particular highway segment and then averaged out over one calendar year.

**Access Control (or Controlled Access):** The condition where the ability to access a state highway by owners or occupants of abutting land is fully or partially controlled by public authority. Also, see Classification of Roads.

**Bicycle Facilities:** Bicycle facilities within the state are classified into four categories:

- **Class 1 Bikeways (Bike Paths):** Bike Paths are separate *off-highway* facilities for the exclusive use of bicyclists and with cross flow by motor vehicles minimized.
- **Class 2 Bikeways (Bike Lanes):** Bike Lanes are for preferential use by bicyclists and can be established within the paved area of state highways. Such facilities are approved by, and subsequently maintained by, local jurisdictions and/or Caltrans. Bike lanes are separated from traffic lanes on California highways by the use of a painted 6" stripe on the pavement and are designated as bike lanes by the use of white R81 (Bike Lane), R-81A (Begin) and R81-B (End) "regulatory" signs. (MUTCD Chapter 9 - California Supplement - 2004).
- **Class 3 Bikeways (Bike Routes):** Bike Route are shared facilities which serve either to (a) provide continuity to other bike facilities (usually a Class 1 or Class 2 bikeway); or (b) to designate a preferred route through a high demand corridor. Such facilities are approved by, and subsequently maintained by, local jurisdictions and/or Caltrans. Bike Routes are not separated from traffic lanes but are designated as bike routes through the use of green D11-1 (Bike Route), M4-11 (Begin) and M4-12 (End) "guide" signs. (MUTCD - Chapter 9 - 2003).
- **Shared Roadway (No Bikeway Designation):** Most bicycle travel on conventional state highways and local streets occurs on facilities without any bikeway designations, signs or striping. Virtually all highways in use by bicyclists for inter-city and recreational travel fall under this "share-the-road" scenario.

**CMS:** (Changeable Message Sign). A CMS is a full-matrix display sign used on State highways to provide motorists with an advanced warning of major highway incidents and route diversion information. CMSs are capable of displaying a variety of character heights and up to three lines of text. CMSs play increasingly important roles on State highways by improving operations and safety.

#### Classification of Roads:

- **Conventional (C):** A highway without access control, which may or may not be divided. Grade separations at intersections or access control may be used when justified at spot locations. Example: 2C = 2 lane conventional highway.
- **Expressway (E):** An arterial highway with at least partial control of access, which may or may not be divided or have grade separations at intersections. Example: 4E = 4 lane expressway (note: 2 lane expressways are not common).
- **Freeway (F):** A highway to which the owners of abutting lands have no right or easement of access to or from their abutting lands. Access is controlled or restricted to interchanges and with grade separation at all intersections. Example: 6F = 6 lane freeway.
- **Functional Classification:** Guided by Federal legislation, functional classification refers to a process by which streets and highways are grouped into classes or systems, according to the character of the service that is provided, e.g., Principal Arterial, Minor Arterial, Collector, Local, etc.

#### Contract Phasing:

- **Begin Construction:** This is the phase when the contract for construction is approved and construction begins.
- **Complete Construction:** This is the phase when the completion of the construction contract occurs.

**COG:** See RTPA

**CTC:** (California Transportation Commission). The California Transportation Commission (CTC) was established in 1978 by Assembly Bill 402 (Chapter 1106, Statutes of 1977) out of a growing concern for a single, unified California transportation policy. The Commission is responsible for the programming and allocating of funds for the construction of highway, passenger rail and transit improvements throughout California. The Commission also advises and assists the Secretary of Business, Transportation and Housing Agency and the Legislature in formulating and evaluating state policies and plans for California's transportation programs. The Commission is also an active participant in the initiation and development of State and Federal legislation that seeks to secure financial stability for the State's transportation needs.

**Density:** The number of vehicles occupying a given length of lane or roadway averaged over time, usually expressed as vehicles per mile or vehicles per mile per lane. Also see **V/C**.

**Facility:**

- **Concept Facility:** A highway facility type and characteristic considered viable without improvement within the 25 year planning period given financial, environmental, planning and engineering factors.
- **Present Facility:** Highway type and general characteristics in place at the time of the development of a TCR.

**FTIP:** See Project Programming

**ICES:** (Intermodal Corridor of Economic Significance). Significant National Highway System Corridors that link intermodal facilities most directly, conveniently and efficiently to intrastate, interstate, and international markets.

**ITMS:** (Intermodal Transportation Management System). A performance-based decision support system operating on a personal computer which allows "alternatives analysis" through the use of performance measures. ITMS incorporates intermodal system elements for freight and person movements using a spatial and attribute database thereby allowing management of transportation systems under existing and forecasted conditions. ITMS provides a new intermodal-planning tool using a common statewide data set for state and local transportation planners.

**ITS:** (Intelligent Transportation Systems). ITS refers to a wide variety of tools and techniques that focus on addressing transportation problems by improving the efficiency and safety of the existing transportation infrastructure. ITS works through the integration of high tech computing and information sharing.

**ITSP:** (Interregional Transportation Strategic Plan). The ITSP is a single document prepared by Caltrans to consolidate and communicate key elements of its ongoing long and short range planning. The ITSP serves as a counterpart to the Regional Transportation Plans (RTPs) prepared by the 43 Regional Transportation Planning Agencies (RTPAs) in California.

**KP:** (Kilo Post) See Post Mile

**Lifeline Routes:** See Route Designations

**LOS:** (Level of Service). Level of Service describes operating conditions a typical driver will experience on a typical day while driving on a particular facility. Like a report card, the LOS is defined in categories ranging from A-F. "A" represents the best traffic flow (low **v/c** ratio and delay, no impediments) through "F" representing the worse congestion (extremely high **v/c** ratio and delay, gridlock conditions).



**MIS:** (Major Investment Study). When the need for a major metropolitan transportation investment is identified and Federal funds are potentially involved, a major investment (corridor or sub-area) study is undertaken to develop or refine the plan. Upon completion, the MIS aids the area's Metropolitan Planning Organization (MPO), in cooperation with any participating agencies, on the design concept and scope of the investment.

**MPO:** See RTPA

**Multi-Modal:** Pertaining to the use of more than one mode of travel such as private vehicles, taxis, bicycles, mass-transit, para-transit, light and heavy rail, ferries, airplanes etc.

**NHS:** See Route Designation

**NTN:** See Route Designation

**Non-attainment (pertaining to air quality):** Identifies non-attainment status for CO (carbon monoxide), Ozone, and PM (particulate matter) within the subject air basin.

**Overcrossing:** (O/C) See Structures, Types of

**PM:** (MilePost Marker, Postmile or KP (Kilo Post)). An 8" x 48" metal post marker along a State highway indicating a location using the postmile or designation. This is the distance in miles (or kilometers, in the case of Kilo Post measurements) that the given location is from the county line measuring from the south to the north or from the west to the east. Postmiles ascend in the northerly and easterly directions as determined by the route. The PM marker also includes an abbreviation for the County wherein its located (i.e., in Caltrans District 6: FRE = Fresno, KER = Kern, KIN = Kings, TUL = Tulare, MAD = Madera). As such, a PM marker located along SR 99 and displaying "MAD" and "6.25" would indicate that you are currently located in Madera County at a point 6.25 miles north of the Fresno/Madera County Line.

**PROJECT PROGRAMMING:** Separate programming documents prepared and adopted for somewhat different purposes, are required under State and Federal law. Transportation programming is the public decision making process that sets priorities and funds projects envisioned in long range transportation plans. It commits expected revenues over a multi-year period to transportation projects. Programming schedules high priority capital outlay projects for development and implementation. Programming documents include Federal, State, Regional and Metropolitan Transportation Plans, e.g., FTIP, ITIP, RTIP, SHOPP, STIP.

- **FTIP:** (Federal Transportation Improvement Program). To apply for federal highway funding a Federal statute requires MPOs to complete a Transportation Improvement Program. The MPO prepares the FTIP in cooperation with its member agencies (cities), its transit operators, State and Federal agencies, and with public involvement. The FTIP must by law be financially constrained and include a financial plan that demonstrates how projects can be implemented while the existing transportation system is being adequately operated and maintained. The FTIPs are in actuality a listing of planned Federally funded capital improvements to the regions' transit systems along with associated Federal operating assistance program and Federal Statewide Transportation Improvement Program (FSTIP).
- **ITIP:** (Interregional Transportation Improvement Program). The ITIP is Caltrans' equivalent to the RTIP (Regional Transportation Improvement Program) and consists of STIP projects funded from the Interregional Program share, which is 25% of new STIP funding. Caltrans' ITIP may nominate projects to the STIP only for the Interregional Program. The ITIP should be based on a Strategic Plan for implementing the Interregional Program. The ITIP should describe how proposed projects relate to the Strategic Plan and how the Strategic Plan would implement the California Transportation Commission's objectives. The ITIP includes both State highway and rail projects (potentially including mass transit guideway and grade separation projects).

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- **PSR:** (Project Study Report). A pre-programming document required for project inclusion in the STIP.
  - **PSSR:** (Project Scope Summary Report). An engineering report used to select candidate projects to be programmed in the State Highway Operation Protection Program (SHOPP). SHOPP funds are used primarily for rehabilitation, resurfacing and safety projects on State highways.
  - **RTIP:** (Regional Transportation Improvement Program). After consulting with Caltrans, each Regional Transportation Planning Agency (RTPA) and/or County Transportation Commission (CTC) must prepare and submit an RTIP for regions with urbanized areas. Some urbanized RTPAs coincide with the Federal Metropolitan Planning Organizations (MPOs). Each regional agency is required to adopt and submit its RTIP to the CTC and to Caltrans. The CTC will utilize the RTIP to consider projects to be included in the State Transportation Improvement Program (STIP). The funds are available for a broad array of transportation improvement projects, including improving State highways, local roads, public transit, inter-city rail, pedestrian and bicycle facilities, grade separations, transportation system management, transportation demand management, soundwalls, etc.
  - **SAFETEA-LU:** Safe, Accountable, Flexible, Efficient Transportation Equity Act: On August 10, 2005, the President signed into law the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). With guaranteed funding for highways, highway safety, and public transportation totaling \$244.1 billion, SAFETEA-LU represents the largest surface transportation investment in our Nation's history. The two landmark bills that brought surface transportation into the 21<sup>st</sup> century—the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21)—shaped the highway program to meet the Nation's changing transportation needs. SAFETEA-LU builds on this firm foundation, supplying the funds and refining the programmatic framework for investments needed to maintain and grow our vital transportation infrastructure.
  - **SHOPP:** (State Highway Operation Protection Program). The SHOPP is a four-year program limited to projects related to State highway safety and rehabilitation. SHOPP funds are for major transportation capital improvements that are necessary to preserve and protect the State highway system. The SHOPP does not include projects that increase capacity. Most of the projects are for pavement rehabilitation, bridge rehabilitation, and traffic safety improvements. Other projects may include such things as operational improvements (e.g., traffic signalization) and roadside rest areas. Caltrans alone has full control of SHOPP funds.
  - **STIP:** (State Transportation Improvement Program). Under California law, the STIP and SHOPP (State Highway Operations Protection Program) are the two primary documents through which the CTC commits and allocates funds to particular projects. In the year 2000 and thereafter, the STIP will be a four year plan with updates every two years. The STIP is a capital improvement program of transportation projects funded with revenues from the State Highway Account and other sources on and off the State highway system. The STIP includes a list of transportation projects, proposed in two broad programs, the regional program funded with 75% of new STIP funding and the interregional program funded from 25%. The STIP has two main funding components: the RIP (Regional Improvement Program), prepared by RTPAs and the IIP (Interregional Improvement Program) prepared by Caltrans.
- ROW:** (Right-of-Way). Denotes the *total*/width allocated for a highway, including shoulders and adjacent land.
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**RCR:** See TCR

**Route:** The California Legislature establishes the framework for the State Highway System by describing each state roadway in the Streets and Highway Code. This description establishes the official beginning and ending points of a state highway and in some cases intermediate control points.

**Route Adoptions:** Route Adoptions are needed for the following reasons: (1) any new alignment of an existing legislative route, (2) to establish the location of an unconstructed route, (3) to allow for the conversion of any conventional highway to a freeway or other form of controlled access route, (4) designating a traversable highway and (5) for any temporary alignments along an established state route. Route adoptions are approved by the CTC prior to submission to the FHWA for final approval.

**Route Designations:** Identifies whether or not the subject segment of a route is designated as being part of a system. Examples of systems include Freeway/Expressway System, Highways of Regional Significance, Interregional Highway System (IRRS), National Highway System (NHS), National Truck Network (NTN), and Terminal Access Route for the National Truck Network, Scenic Highway, or Strategic Highway Network (STRAHNET).

- **Freeway/Expressway System:** The Statewide system of highways declared by the Legislature to be essential to the future development of California. The F&E System has been constructed with a large investment of funds for the ability of control access, in order to ensure the safety and operational integrity of the highways.
  - **IRRS:** (Interregional Road System) Caltrans developed an Interregional Road System Plan that identified projects which will provide the most adequate interregional road system to all economic centers in the State. IRRS is a series of Interregional State highway routes, outside the urbanized areas, that provide access to, and links between, the State's economic centers, major recreational areas, and urban and rural regions. Due to the high number of routes and capacity improvements needed on the IRRS, the most critical IRRS routes were identified as *High Emphasis Routes*. High Emphasis Routes are a priority for programming and construction and are critically important to interregional travel and the State as a whole. *Focus Routes* are a subset of the High Emphasis Routes. These routes represent 10 IRRS corridors that should be of the highest priority for completion to minimum facility standard in the 20 year period.
  - **Lifeline Routes:** (Earthquake Emergency Response) A Lifeline Route is a route on the State highway system that is deemed so critical to emergency response/life-saving activities of a region or the state that it must remain open immediately following a major earthquake, or for which pre-planning for detour and/or expeditious repair and reopening can guarantee through-movement. The focus is on highly critical routes that allow for the immediate movement of emergency equipment and supplies into a region or through a region.
  - **NHS:** (National Highway System) The purpose of the NHS is to provide an interconnected system of principal arterial routes which will serve major population centers, international border crossings, ports, airports, public transportation facilities and other intermodal transportation facilities. Additionally, such highways meet National defense requirements and serve to facilitate interstate and interregional travel. The NHS consists of 155,000 miles, (plus or minus 15 percent), of the major roads in the U.S. Included in the NHS are all interstate routes, a large percentage of urban and rural principal arterial, the defense strategic highway network, and strategic highway connectors.
  - **NTN:** (National Truck Network) A list of truck route segments and their truck access designations (such as National Network (NN), Terminal Access, California Legal, Advisory, or Restricted) with each segment's beginning and ending post miles, and beginning and ending cross streets.
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- **Regionally Significant:** A transportation corridor that serves regional transportation needs and would normally be included in the modeling of a metropolitan area's transportation network. Such corridors, at minimum, would include all principal arterial highways and all fixed guideway transit facilities located within the region.
- **Scenic Highway:** A highway may be designated scenic depending upon how much of the natural landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes upon the traveler's enjoyment of the view. The State Scenic Highway System includes a list of highways that are either eligible for designation as scenic highways or have been so designated. These highways are identified in Section 263 of the Streets and Highways Code. For a highway to be considered *Officially Designated* the local jurisdiction is required to develop and adopt protection measures in the form of ordinances to apply to the area of land within the scenic corridor. Additions and deletions to the list of highways eligible for scenic designation can only be made through legislative action.
- **STAA Truck:** In 1982, the Federal government passed the Surface Transportation Assistance Act (STAA). This act requires states to allow certain longer trucks on a network of Federal highways, referred to as the National Network (NN). A STAA truck is, in many cases, longer than a "California legal" truck, and may operate only on specific highways in California.
- **STRAHNET:** (Strategic Highway Corridor Network) STRAHNET is a National system of public highways that are key elements in U.S. strategic policy. This network provides defense access, continuity, and emergency capabilities for movements of personnel and equipment during both peace time and war. STRAHNET is comprised of about 61,000 miles of highway, including the 45,400-mile system of Interstate and Defense Highways and 15,600 miles of other important public highways. STRAHNET "connectors" (about 1,700 miles) are additional highway routes linking over 200 important military installations and ports to the STRAHNET. Generally, these "connector" routes end at the port boundary or installation gate and are typically used only when moving personnel and equipment during a mobilization or deployment.
- **Terminal Access Route:** Terminal Access (TA) routes are portions of State or local highways that Caltrans or a local government granted access to STAA trucks. The purpose of TA routes is to allow STAA trucks (1) to travel between NN routes, (2) to reach a truck's operating facility, or (3) to reach a facility where freight originates, terminates, or is handled in the transportation process.

**Route Numbering:** South-north state and interstate routes normally carry odd number designations (e.g. I-5, SR 43, SR 99 etc.) while west-east routes normally carry even number designations (e.g. I-10, SR 58, SR 168 etc.).

**RTIP:** See Project Programming

**RTP:** (Regional Transportation Plan) The RTP is a comprehensive 20 year plan for the region, updated every four years by the regional transportation planning agency (RTPA). The RTP includes goals, objectives, and policies and recommends specific transportation improvements.

**RTPA:** (Regional Transportation Planning Agency) The RTPA is an association of city and county governments created to address regional transportation issues while protecting the integrity and autonomy of each jurisdiction. The RTPA serves as the forum for cooperative decision making by principal elected officials of general local government and is responsible for

the preparation and adoption of a Regional Transportation Improvement Program (RTIP). There are 43 RTPAs in California. In smaller counties, usually the County Transportation Commission; in urban counties, usually the Metropolitan Planning Organization (MPO) is the RTPA. RTPAs produce the RTIPs for the approval of the California Transportation Commission (CTC).

- **MPOs and COGs:** RTPAs can be an MPO (Metropolitan Planning Organization) or a COG (Council of Governments) or all three. Some COGs also serve as MPOs, under Federal transportation rules, and this designation carries considerable power in allocating Federal and State funds for transportation projects. For example, Fresno COG is the MPO for Fresno County.

According to U.S. Code, an MPO is the organization designated by the governor and local elected officials as responsible, together with the State, for preparing a comprehensive transportation plan for both highway and transit modes, with long range (10 – 20 years) and shorter range (five year) elements in an urbanized area (population 50,000 or greater). The major role of the MPO is to foster inter-governmental communications and cooperation, undertake comprehensive regional planning with an emphasis on transportation, provide for citizen involvement in the planning process and provide technical services to the member agencies. MPOs are created by elected officials of counties and their incorporated cities as a means of providing a cooperative body for the discussion and resolution of issues that go beyond their individual boundaries.

State and Federal laws encourage such efforts. In each of these areas, MPOs act as a consensus-builder to develop an acceptable approach on how to handle problems that do not recognize jurisdictional boundaries.

**R/U:** (Rural *or* Urban location) Areas designated as rural are those lying outside the U.S. Census urban area boundary with a population less than 2,500 (less than 5,000 population for Federal Aid highway purposes). Areas designated as urban are those lying inside the U.S. Census urbanized boundary.

**Scenic Highway:** See Route Designation

**Separation:** See Structures, Types of

**SHOPP:** See Project Programming

**SR:** (State Route) Highways within the State which are distinctively designed to serve intrastate and interstate travel.

**STAA:** See Route Designation

**STIP:** See Project Programming

**STRAHNET:** See Route Designation

**STRUCTURES, Types of**

- **Overcrossing:** (O/C) A configuration where the State highway crosses below the grade of a local road.
- **Separation:** (Sep) A configuration where a State highway crosses over a State highway.
- **Undercrossing:** (U/C) A configuration where a State highway crosses above the grade of a local road.
- **Underpass:** A configuration where the State highway crosses below the grade of a railroad line.

**TCR:** (Transportation Concept Report) Formerly called a Route Concept Report or RCR, this document analyzes a transportation corridor service area, establishes a 20 year transportation planning concept, and identifies modal transportation options and applications needed to achieve the 20 year concepts.

**TCRP:** (Traffic Congestion Relief Program) The TCRP was enacted as part of AB 2928 (2000). Through the TCRP, the Governor and Legislature allocated \$4.9 billion for projects to relieve congestion, provide safe and efficient movement of goods, improve intermodal connectivity, and make further investments in transit and rail facilities within the State.

**Undercrossing:** See Structures, Types of

**Underpass:** See Structures, Types of

**UTC:** (Ultimate Transportation Corridor) Highest predictable build-out beyond 20 years.

**V/C:** (Volume/Capacity ratio) A ratio of demand flow rate (volume) to capacity for a traffic facility. Also see Density.





**Route 33**  
**Intelligent Transportation Systems**  
Proposed

October 2006

For more information, contact the Central Valley Transportation  
Management Center at (559) 488-4163

<b>PROPOSED TRAFFIC MONITORING STATIONS (TMS)</b>					
Element Type	County	Route	Post Mile	Location	Status
D6TMS	KER	33	20.96	N of Rte 119	Proposed
D6TMS	KER	33	36.13	N of Rte 58	Proposed
D6TMS	KER	33	60.10	N of Rte 46	Proposed
D6TMS	KIN	33	9.19	N of Rte 41	Proposed
D6TMS	FRE	33	41.37	N of Rte 5	Proposed
D6TMS	FRE	33	62.24	At Rte 180	Proposed

<b>PROPOSED CHANGEABLE MESSAGE SIGNS (CMS)</b>					
Element Type	County	Route	Post Mile	Location	Status
CMS	KER	33	10.35	S OF RTE 166	Proposed
CMS	KER	33	16.35	S OF RTE 119 (TAFT)	Proposed
CMS	KER	33	20.95	N OF RTE (TAFT)	Proposed
CMS	KER	33	32.27	S OF RTE 58	Proposed
CMS	KER	33	36.12	N OF RTE 58	Proposed
CMS	KER	33	57.71	S OF RTE 46	Proposed
CMS	KER	33	61.30	N OF RTE 46	Proposed
CMS	KIN	33	9.18	N OF RTE 41	Proposed
CMS	KIN	33	16.00	S OF RTE 269	Proposed
CMS	FRE	33	41.36	N OF RTE 5	Proposed
CMS	FRE	33	58.40	S OF RTE 180	Proposed
CMS	FRE	33	61.00	N OF RTE 180	Proposed

<b>PROPOSED HIGHWAY ADVISORY RADIO (HAR)</b>					
Element Type	County	Route	Post Mile	Location	Status
HAR	FRE	33	60.25	RTE 33/RTE 180	Proposed

<b>PROPOSED WEATHER STATIONS (WS)</b>					
Element Type	County	Route	Post Mile	Location	Status
RPU	KER	33	11.54	AT RTE 166	Proposed
RPU	KER	33	60.1	AT RTE 46	Proposed
RPU	FRE	33	R10.81	AT JAYNE AVE	Proposed

## **511 Traveler Information System**

On July 21, 2000, the Federal Communications Commission (FCC) designated 511 as the single travel information telephone number to be made available to states and local jurisdictions across the country. 511 provides information about travel conditions, allowing travelers to make better choices: choice of time, choice of route and choice of mode of transportation. It can also be expanded to provide transit information and rideshare options.

SAFETEA-LU mentions provisions for the 511 system to be implemented at the regional level as the urban metropolitan areas convert their existing traveler systems or establish enhanced 511 services.

Currently, the eight San Joaquin Valley MPOs are considering an offer by the Sacramento Area Council of Governments (SACOG) to expand the SacRegion Travel Information 511-cell phone coverage throughout Central California. Another possible alternative might be to establish a San Joaquin Valley based 511 system or the possible development of 511 access systems by individual counties.

Using any of the above mentioned alternatives would activate the 511 number in the San Joaquin Valley area and add new menu option to provide traveler information for any agency or service provider in the Valley that chose to participate.

Additionally, activation of 511 service in the San Joaquin Valley would continue to allow easy access to the existing Caltrans CHIN 800-427-ROAD road information system wherein travelers can receive up to the minute road conditions on any of our state's highways.

For a regional agency seeking to implement 511 access promptly, it is helpful to find a state agency to support the regional agency's intentions. Key steps along the critical path for 511 implementation are to gain a commitment of resources from the local telecommunications carriers and to have them develop appropriate service offerings. Additionally, once implemented, substantial marketing endeavors will be required to create awareness and usage of the service.

**SR 33  
TRANSIT SERVICES  
September 2006**

<b>Segment (s) PM From / To</b>	<b>Transit Facilities by Segment</b>
1-2 Kern County PM 0.00-16.70 SLO/Kern Co Line to 1.2 Mi S of Jct Rte 119	Currently no transit services of any type are provided on this route between the route's beginning at the SLO County Line and the southern border of the City of Taft.
3-4 Kern County PM 16.70-19.10 1.2 Mi S of Jct Rte 119 to 10 <sup>th</sup> St	Currently transit services are provided within in these two segments Monday through Saturday by a combination of the Kern County's Regional Transit "Westside Express" and by the in-city Taft Area Transit (TAT). The Westside Express provides transit services between the cities of Taft and Bakersfield while TAT provides dial-a-ride services within the city of Taft. Both TAT and Kern Regional use SR 33 (i.e. Kern St) as part of their route.
5-11 Kern County PM 19.01-73.70 10 <sup>th</sup> St to Kern/Kings Co Line	With the exception of TAT's dial-a-ride services within the northern portions of Taft no transit services of any type are provided between 10 <sup>th</sup> Street and the Kings County Line.
12 Kings County PM 0.00-7.80 Kern/Kings Co Line to Jct Rte 41	Currently no transit services of any type are provided between the Kern/Kings County Line and Route 41.
13 Kings County PM 7.80-16.40 Jct Rte 41 to 36 <sup>th</sup> Ave	Transit service within this segment is provided by the Kings County Rural Transit's Hanford-Avenal Route. Route 33 is used for this route from the junction of Rte 41 north/south to/from the City of Avenal.
14 Kings County PM 16.40-19.00 36 <sup>th</sup> Ave to Kings/Fresno Co Line	Scheduled fixed-route transit service within this segment of Kings County is provided by FCRTA's Coalinga Transit "Coalinga-Avenal-Huron Route".
15-16 Fresno County PM 0.00-14.75 Kings/Fresno Co Line to 0.9 Mi E of Merced Ave	Scheduled fixed-route transit service within these segments of Fresno County is provided by FCRTA's Coalinga Transit "Coalinga-Avenal-Huron Route".
17-19 Fresno County PM 14.75-17.10 0.9 Mi E of Merced Ave to 0.3 MI N of Phelps Ave	Both dial-a-ride and scheduled fixed-route transit services are provided within these three segments of Fresno County by FCRTA's Coalinga Transit and by FCRTA's Coalinga Transit "Coalinga-Avenal-Huron Route".

20-22 Fresno County PM 17.10-R29.00 0.3 MI N of Phelps Ave to S Jct RTE 145/33/I-5 SEP	Scheduled fixed-route transit service within these segments of Fresno County is provided by FCRTA's Coalinga Transit "Coalinga-Avenal-Huron Route".
23 Fresno County PM R39.90-59.40 N Jct RTE 33/I-5 SEP to California Ave	Monday through Friday dial-a-ride transit services are provided to only a portion of this route (i.e. the communities of Halfway, 3 Rocks and El Porvenir only) by FCRTA's San Joaquin Transit.
24 Fresno County PM 59.40-61.40 California Ave to Belmont Ave	Currently no transit services are provided to this segment.
25-27 Fresno County PM 61.40-70.80 Belmont Ave to Yip St	Both dial-a-ride and scheduled fixed-route transit services are provided within these three segments by FCRTA's Mendota and Firebaugh Transit. Additionally FCRTA's Westside Transit offers connection to/from to cities of Mendota and Firebaugh to the cities of Kerman and Fresno
28 Fresno County PM 70.80-83.00 Yip St to Fresno/Merced Co Line	Currently no transit services are provided to this segment.

# BICYCLE ROUTES/FACILITIES <sup>(1)(2)</sup> September 2006

Segment (s) PM From / To	Bicycle Facilities by Segment
1 Kern County PM 0.00-R11.60 SLO/Kern Co Line to Jct SR 166/Poso St	Two-, three- and four-lane conventional highway - <u>open to bicycle travel</u> . Rural area. Terrain is level to very steep (i.e. 7%). <i>Shoulder width varies from 3' (county line to Klipstein Cyn. Rd.) to 0' (from Klipstein to Jct SR 166/Poso St)</i> . No direct alternate route currently exists for this segment. <sup>(2)(3)</sup>  <u>Designation:</u> Conventional state highway open to bicycle travel. This segment is <u>not currently listed</u> within the 2001 Kern County Bicycle Facilities Plan as an existing or planned Class II or Class III bike facility.
2-3 Kern County PM R11.60-18.30 SR 166/Poso St to First St	Two-lane conventional highway - <u>open to bicycle travel</u> . Level terrain. <i>Shoulder width varies from 0' to 6'</i> . No direct alternate route currently exists for these segments. <sup>(2)(3)</sup>  <u>Designation:</u> Conventional state highway open to bicycle travel. These segments are <u>not currently listed</u> within the 2001 Kern County Bicycle Facilities Plan as an existing or planned Class II or Class III bike facility.
4 Kern County PM 18.30-19.10 First St to 10 <sup>th</sup> St	Four lane conventional highway - <u>open to bicycle travel</u> . Urban area. Level terrain. <i>Shoulder width 8'</i> . Several alternate route currently exists for this segment. <sup>(2)(3)</sup>  <u>Designation:</u> Conventional state highway open to bicycle travel. Most, but not all, parts of this segment <u>are listed</u> within the 2001 Kern County Bicycle Facilities Plan as a "Planned Bicycle Lane".
5 Kern County PM 19.50-20.30 10 <sup>th</sup> St to 0.8 Mi N/O Sandy Creek	Two lane conventional highway - <u>open to bicycle travel</u> . Urban area. Level terrain. <i>Shoulder width 8'</i> . No direct alternate route currently exists for this segment. <sup>(2)(3)</sup>  <u>Designation:</u> Conventional state highway open to bicycle travel. This segment is <u>not currently listed</u> within the 2001 Kern County Bicycle Facilities Plan as an existing or planned Class II or Class III bike facility.
6-11 Kern County PM 20.30-73.70 0.8 Mi N/O Sandy Creek to Kern/Kings Co Line	Two lane conventional highway - <u>open to bicycle travel</u> . Rural area. Level terrain. <i>Shoulder width 0'</i> . No direct alternate route currently exists for this segment. <sup>(2)(3)</sup>  <u>Designation:</u> Conventional state highway open to bicycle travel. These segments are <u>not currently listed</u> within the 2001 Kern County Bicycle Facilities Plan as an existing or planned Class II or Class III bike facility.
12 Kings County PM 0.00-7.80 Kern/Kings Co Line to Rte 41	Two lane conventional highway - <u>open to bicycle travel</u> . Rural area. Level terrain. <i>Shoulder width 0'</i> . No direct alternate route currently exists for this segment. <sup>(2)(3)</sup>  <u>Designation:</u> Conventional state highway open to bicycle travel. No portion of this segment <u>is listed</u> within the 2005 Kings County Regional Bike Plan as an existing or planned Class II or III facility. <i>See Note #1 below chart.</i>

<p>13 Kings County PM 7.80-16.40 Rte 41 to 36<sup>th</sup> Ave or 7<sup>th</sup> St.</p>	<p>Two lane conventional highway - <u>open to bicycle travel</u>. Rural area. Level terrain. <i>Shoulder width 0'</i>. No direct alternate route currently exists for this segment. <sup>(2)(3)</sup></p> <p><u>Designation:</u> Conventional state highway open to bicycle travel. This segment is <u>not currently listed</u> within the 2005 Kings County Regional Bike Plan as a "Planned Bikeway". <i>See Note #1 below chart.</i></p>
<p>14 Kings County PM 16.40-19.00 36<sup>th</sup> Ave or 7<sup>th</sup> St to Kings/Fresno Co Line</p>	<p>Two lane conventional highway - <u>open to bicycle travel</u>. Rural area. Level terrain. <i>Shoulder width 0'</i>. No direct alternate route currently exists for this segment. <sup>(2)(3)</sup></p> <p><u>Designation:</u> Conventional state highway open to bicycle travel. This segment is <u>not currently listed</u> within the 2005 Kings County Regional Bike Plan as a "Planned Bikeway". <i>See Note # below chart.</i></p>
<p>15 Fresno County PM 0.00-8.00 Kings/Fresno Co Line to Jct Lost Hills/Alpine Rd</p>	<p>Two lane conventional highway - <u>open to bicycle travel</u>. Rural area. Level terrain. <i>Shoulder width approximately 2'</i>. No direct alternate route currently exists for this segment. <sup>(2)(3)</sup></p> <p><u>Designation:</u> Conventional state highway open to bicycle travel. This segment <u>is not listed</u> within the 2000 Fresno County General Plan (Transportation &amp; Circulation Element) as an existing or proposed Class II or III bikeway.</p>
<p>16 Fresno County PM 8.00-14.75 Jct Lost Hills/Alpine Rd to 0.9 Mi E of Merced Ave.</p>	<p>Two lane conventional highway - <u>open to bicycle travel</u>. Rural area. Level terrain. <i>Shoulder width approximately 2' to Jayne Ave then 4' to end of segment</i>. An alternate route does exist for this segment. <sup>(2)(3)</sup></p> <p><u>Designation:</u> Conventional state highway open to bicycle travel. The portion from Jayne Ave to the end of the segment (PM 10.62 - 14.75) <u>is listed</u> within the 2000 Fresno County General Plan (Transportation &amp; Circulation Element) as an "existing or planned bikeway."</p>
<p>17-18 Fresno County PM 14.75-16.60 0.9 Mi E of Merced Ave to Cambridge Ave</p>	<p>Two- and four-lane conventional highway - <u>open to bicycle travel</u>. Urban area. Level terrain. <i>Shoulder width approximately 6'-8'</i>. Several alternate route currently exists for these two segments within the city of Coalinga. <sup>(2)(3)</sup></p> <p><u>Designation:</u> Conventional state highway open to bicycle travel. All portions of these two segments <u>are listed</u> within the 2000 Fresno County General Plan (Transportation &amp; Circulation Element) as an "existing or planned bikeway."</p>
<p>19-22 Fresno County PM 16.60-R29.00 Cambridge Ave to S Jct Rte 145/33/I-5</p>	<p>Two-lane conventional highway - <u>open to bicycle travel</u>. Rural area. Level terrain to Gale Ave (PM R18.60) then rolling to end of Segment 22. <i>Shoulder width approximately 6'-8' to Jct 198 then 0' to Jct I-5</i>. No alternate route currently exists for these four segments. <sup>(2)(3)</sup></p> <p><u>Designation:</u> Conventional state highway open to bicycle travel. All four segments <u>are listed</u> within the 2000 Fresno County General Plan (Transportation &amp; Circulation Element) as an "existing or planned bikeway."</p>
<p>23-24 Fresno County PM R39.90-61.40 N Jct Rte 33/I-5 Sep to Belmont Ave</p>	<p>Two-lane conventional highway - <u>open to bicycle travel</u>. Rural area Level terrain. <i>Shoulder width approximately 0'-2'</i>. No alternate route currently exists for these four segments. <sup>(2)(3)</sup></p> <p><u>Designation:</u> Conventional state highway open to bicycle travel. Neither of these two segments <u>are listed</u> within the 2000 Fresno County General Plan (Transportation &amp; Circulation Element) as an "existing or planned bikeway."</p>

<p>25 Fresno County PM 61.40-R62.30 Belmont Ave to Rte 180</p>	<p>Four-lane conventional highway - <u>open to bicycle travel</u>. Urban area. Level terrain. <i>Shoulder width approximately 6'-8'</i>. No direct alternate route currently exists for this segment. <sup>(2)(3)</sup></p> <p><u>Designation:</u> Conventional state highway open to bicycle travel. This segment is currently <u>not listed</u> within the 2000 Fresno County General Plan (Transportation &amp; Circulation Element) as an "existing or planned bikeway."</p>
<p>26 Fresno County PM R62.30-69.50 Rte 180 to Helm Canal Rd</p>	<p>Two-lane conventional highway - <u>open to bicycle travel</u>. Rural area. Level terrain. <i>Shoulder width approximately 4'</i>. No direct alternate route currently exists for this segment. <sup>(2)(3)</sup></p> <p><u>Designation:</u> Conventional state highway open to bicycle travel. This segment <u>is listed</u> within the 2000 Fresno County General Plan (Transportation &amp; Circulation Element) as an "existing or planned bikeway."</p>
<p>27 Fresno County PM 69.50-70.80 Helm Canal Rd to Yip St</p>	<p>Four-lane conventional highway - <u>open to bicycle travel</u>. Urban area. Level terrain. <i>Shoulder width approximately 6'-8'</i>. No direct alternate route currently exists for this segment. <sup>(2)(3)</sup></p> <p><u>Designation:</u> Conventional state highway open to bicycle travel. This segment <u>is listed</u> within the 2000 Fresno County General Plan (Transportation &amp; Circulation Element) as an "existing or planned bikeway."</p>
<p>28 Fresno County PM 70.80-R83.00 Yip St to Fresno/Merced Co Line</p>	<p>Two-lane conventional highway - <u>open to bicycle travel</u>. Rural area. Level terrain. <i>Shoulder width approximately 8'</i>. No direct alternate route currently exists for this segment. <sup>(2)(3)</sup></p> <p><u>Designation:</u> Conventional state highway open to bicycle travel. This segment <u>is listed</u> within the 2000 Fresno County General Plan (Transportation &amp; Circulation Element) as an "existing or planned bikeway."</p>

<sup>(1)</sup> **Deputy Directive 64 (DD-64) - "Policy** - The Department fully considers the needs of non-motorized travelers (including pedestrians, bicyclists and persons with disabilities) in all programming, planning, maintenance, construction, operations and project development activities and products."

<sup>(2)</sup> **PDPM - Chapter 31** (Non-motorized Transportation Facilities ) Section 1 - General - Introduction - ".... State and federal laws require Caltrans to promote and facilitate increased use of non-motorized transportation. The purpose of this chapter is to outline pertinent statutory requirements, planning policies, and implementing procedures regarding non-motorized transportation facilities."

<sup>(3)</sup> **Streets and Highway Code - Section 888** - "The department (i.e. Caltrans) shall not construct a state highway as a freeway that will result in the severance or destruction of an existing major route for non-motorized transportation traffic and light motorcycles, unless it provides a reasonable, safe, and convenient alternate route, or unless such a route already exists."

<sup>(4)</sup> **California Vehicle Code - Section 21960 (Bikes & Pedestrians on Freeways)** "(a) The Department of Transportation and local authorities [i.e. acting together - not separately], [may] by order, ordinance, or resolution, with respect to freeways, expressways ... prohibit or restrict the use of the freeways, expressways, or any portion thereof by pedestrians, bicycles or other non-motorized traffic..."

**Note #1** - Although Kings County has not designated SR-33 as an existing or proposed county bikeway their 2005 Bicycle Plan states "The open segments of the state highways running through Kings County are considered as an integral part of the bicycle transportation network while Caltrans retains the liability for there facilities."



**PEDESTRIAN ACCESS/FACILITIES <sup>(1)(2)</sup>**  
**September 2006**

Segment (s) PM From / To	Pedestrian Facilities by Segment
<p style="text-align: center;">1-28 All Counties Kern PM 0.00 - Fresno 83.00 SLO/Kern Co Line to Fresno/Merced County Line</p>	<p><b>Pedestrian Access / Facilities</b> - Pedestrian, and possible ADA concerns, are to be found primarily in and near the communities of Maricopa, Taft, McKittrick, Avenal, Coalinga, Mendota and Firebaugh. In each case there area large concentrations of residential, retail and/or commercial properties located on or adjacent to this route's right-of- way. Additionally Blackwell Corners (i.e. Jct SR 33/46), and the rural residential communities of Halfway, 3 Rocks and El Porvenir, could also be an area of concern should any future developments take place in these locations. The remainder of this route is very rural with few if any pedestrian or ADA concerns currently to be addressed. However, should any project be constructed along this highway pedestrian and ADA concerns, such as crosswalks, sidewalks, curb cuts, ramps and railings, may need to be addressed.</p>

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